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IMAGE

Bentley's DB9 rival
Two-seat sports car on its way

New £2m Aston

Ballistic 800bhp Vulcan to fight LaFerrari and McLaren P1 hypercars

And we thought the £1.4m One-77 was a bit special...



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New Ferrari California vs Aston, Porsche
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Roof-down face-off: new Ferrari California T versus Aston Martin V12 Vantage S and Porsche 911 Turbo S



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Previously loved Minis for £4500

Bentley's Aston Martin rival uncovered



'The Focus ST oozes character, from its involving drive to its mighty powertrain'

Mark Tisshaw, p27



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38 One day, six countries, 700 miles and a Vauxhall Insignia



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Aston Martin Vulcan
hypercar previews
the firm's future look



Why Aston Martin's future starts now

ABOUT 18 MONTHS ago, Aston Martin appeared to be on the ropes. Leadership succession plans seemed to be faltering, the product range needed overhauling and new investment on the scale required appeared hard to come by.

One by one, each of those issues has been addressed. In Andy Palmer, Aston has another mercurial talent at the helm, and one grounded in the realities of engineering and production. In AMG and Mercedes, it has the ideal partners to take it forward in all the areas required. And, come next month's Geneva motor show, we expect to have a clear outline of where the investors are going to spend their money to accelerate development of a new era of cars.

This overwhelmingly positive backdrop brings with it many benefits, not least of them being the way in which last week's Vantage GT3 and this week's Vulcan can be viewed.

They are not – as was potentially the case – limited-edition fripperies but, instead, the work of a company celebrating the end of one era and preparing to begin another, in the finest of style.



JIM HOLDER EDITOR

jim.holder@haymarket.com

@Jim_Holder

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AUTOCAR

AUTOCAR.CO.UK THIS WEEK'S TOP FIVE

GALLERY

Geneva motor show

Latest pictures and video from the show floor



REVIEW

2015 Honda Civic

New Sport trim brings more equipment to this practical hatchback



NEWS

Skoda Superb

See our exclusive studio photographs of the new saloon



NEWS

Goodwood FoS

Mazda to be honoured at the Festival of Speed



BLOG

Darren Moss

Why the new DS brand can make it in Europe



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THIS WEEK

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OFFICIAL PICTURES



Aston unleashes Vulc

■ Track-only two-seat hypercar priced at £1.8 million ■ Just 24 cars to be made ■ Normally

Aston Martin is entering the hypercar ranks with this eye-catching new model called Vulcan. Just 24 examples of the £1.8 million track-only car will be made. It will be powered by the most powerful normally aspirated car engine in production, an 800bhp-plus 7.0-litre V12.

The Vulcan is named after the aircraft that once used Aston's Gaydon headquarters when it was an RAF base. It is built around a carbonfibre tub and is made almost exclusively of exotic, lightweight materials.

Design chief Marek Reichman revealed that the Vulcan also previews the "visual language of our future sports cars", as Aston prepares to give greater visual differentiation to its sports cars and GTs in its next generation.

of models, due from 2016. The Vulcan will go into production in the fourth quarter of this year. Its public debut is at the Geneva motor show, before being seen and heard for the first time in action at a demonstration at the Le Mans 24 Hours race in June.

A crack team of engineers from Aston's Special Projects division headed by David King and hand-picked designers, including exterior design chief Miles Nurnberger and interior design boss Matt Hill, have worked with Aston Martin Racing (AMR) driver Darren Turner on all aspects of the car to ensure it is an uncompromised track tool.

Also included with the Vulcan is a driver programme that aims to allow owners to get the most out of their cars, including

full technical and instructional support and bespoke track days (see separate story, right).

At the Vulcan's core is a two-seat carbonfibre tub derived from that used by the One-77. About 50% of the tub is new, with the chassis made stiffer and lighter and adapted to fit a full FIA-spec roll cage. Aston has worked with engineering firm Multimatic on the chassis and body development, as it did with the One-77.

The engine is mounted front-midship, with about 50% of it extending back into the cockpit. It is an AMR-developed normally aspirated 800bhp-plus 7.0-litre V12 that drives the rear wheels through an Xtrac six-speed sequential gearbox derived from the Vantage GTE race car's. The titanium exhaust has two side



V12 engine is mounted ahead of the driver but well back in the nose



Front end sets the template for future Aston sports cars

an hypercar

aspirated 7.0-litre V12 has 800bhp-plus ■ Weighs 1350kg

exits, and Reichman promises flames on downshifts and a sound "to make you stand up and notice". A 200mph-plus top speed is expected.

The Vulcan could prove to be the swansong for the normally aspirated V12 engine in an Aston Martin. The V12 is sure to live on in the next generation of Aston's but is likely to adopt turbocharging in the future.

The suspension is a pushrod set-up derived from racing. The dampers are adjustable, as are the anti-roll bars. The braking system features Brembo calipers and carbon-ceramic discs, measuring 380mm in diameter at the front and 360mm at the rear, and an adjustable anti-lock braking system sourced from Bosch. The tech spec also includes a variable traction control

system, an integral limited-slip differential, a magnesium torque tube with a carbon fibre propeller shaft, lightweight magnesium centre-locking 19in alloy wheels and 345/30 bespoke Michelin tyres.

Reichman promises a "visceral driving experience" for the Vulcan. "It's a very connected car," he says, "but one you always feel in control of. Drive it and you will feel everything it is doing."

The Vulcan has the same 2.8-metre wheelbase as the One-77 and is 2.2m wide, some 200mm wider than the One-77. It is also about 100mm lower than the 1.2m-tall One-77 and is 150kg lighter, at 1350kg.

Reichman says the Vulcan is perhaps the ultimate embodiment of Aston's 'power, beauty, soul' ethos.

"This is clearly a very powerful car," he told Autocar. "The beauty is there to see. This is a track car but one done with perfect proportions and surfacing in mind, all natural and created from form and shape in our typical way. The soul comes from the team. We've got our best engineers and designers on this car. It's the sort of car a designer gets up in the morning for."

The Vulcan's dramatic design mixes a full aerodynamic package with a sculpted carbon fibre body and keen attention to detail through such features as the titanium side strakes and dramatic rear lights made from 27 individual light bars on each side.

Reichman says the front-end design provides big clues to the future of Aston's sports cars, →

Owners to get track training



EACH VULCAN WILL be offered with an all-encompassing support package designed to allow each individual owner to get the most from his or her car.

Ahead of deliveries, drivers will be offered track days in a range of Aston's – including the V12 Vantage S, One-77 and Vantage GT4 racer – to hone their skills. They'll also have access to Base Performance Simulators, a race simulator company in Banbury.

Once they take delivery of their Vulcan, a pro racer, most likely Aston's Darren

Turner, will work with the drivers to help them get the most from their car, gradually progressing through the horsepower, which can be electronically limited, and different tyres, ending up with slicks.

A whole host of functions can be adjusted to suit the driver, including brake bias, the suspension and various electronic driver aids.

Aston will lay on bespoke track days for owners and also make technical support available should owners take their Vulcan to a track day elsewhere.





Aston Martin has engineered the Vulcan so owners can get approval to drive it on the road



doing away with a traditional grille. "This will be a huge influence for our future sports cars," he said. "The face of the cars in particular, although we have time to develop that.

"We will take on board a much more athletic appearance for future sports cars than now. There will be more shock and surprise, more form following function

with more aero and technical influence."

The two-seat interior focuses on being lightweight but it is not a stripped-out affair. It is very driver centric and completely tailored around the driving experience, with typical Aston quality and craftsmanship and 'jewellery' detailing. Materials such as Alcantara, leather, carbonfibre,

aluminium and titanium are all used, and every part of the interior, like the exterior, is 'designed', right down to the direction of the weave on exposed pieces of carbonfibre.

Aston has worked with Darren Turner on the driving position to ensure all the controls are to hand, and to maximise visibility, hiding the slim A-pillars behind the roll cage. His involvement extends to working on the positioning of the mirrors in order to further improve visibility through the polycarbonate windows and screens. The steering wheel is devoid of a top section to allow an unobstructed view of the digital instrument display, which houses all of the key driver information.

A huge amount of customisation will be offered on the Vulcan, and Aston expects no two models to

be the same. To protect the bodywork in track use, Aston will supply a spare set of unpainted carbonfibre panels, allowing the car to be preserved as "art".

Although the Vulcan is track only, Aston has engineered it to allow owners to 'single type approve' it for road use if they require by ensuring items such as lights, the wiper and handbrake all feature in the correct places. Certain customers are likely to take it racing, so it meets full FIA safety regulations. However, Aston Martin has no plans to follow up the Vulcan with a full-blown road car.

The production run of 24 units was chosen to link the car to the 24-hour races in which Aston competes and because it is coming out in the year of the 24th James Bond film, Spectre, for which Aston

is providing its special DB10 sports car.

Reichman says several of the cars are now accounted for by customers, despite having not officially opened any sales channels. Some customers have seen the car and have helped influence the technical spec and supply base for certain parts, but not the design. He expects the firm to have no trouble selling the 24 units, and prices should in time appreciate, as is now happening with the One-77.

The Vulcan will in essence rival the likes of the track-only McLaren P1 GTR and LaFerrari FXX K, which are also offered with driver programmes. But Reichman believes Vulcans won't be an either/or purchase decision next to rivals, but will be bought by people who can afford all the cars in the class.

MARK TISSHAW



Vulcan is the embodiment of Aston's 'power, beauty, soul' ethos

Bentley touts Aston rival

A concept is poised to signal Bentley's intent to make a two-seat sports GT to rival Aston and Ferrari

Bentley will unveil a super-performance front-engined two-seat sports GT at the Geneva motor show in two weeks' time as a preview to a new model aimed squarely at stealing sales from Aston Martin and Ferrari.

The car, a concept, is likely to be powered by a specially configured version of the 500bhp Audi-sourced 4.0-litre twin-turbo V8 introduced recently into Bentley's other models. However, higher-powered versions with different engines would be likely if it went into

production in order to ensure that the car could match the 200mph top speed of some of its saloon siblings.

Bentley is likely to say the car's main purpose is to test the reaction of potential customers, but the new model was first mentioned as a production possibility by returning CEO Wolfgang Dürheimer in a press conference last summer. Autocar understands the car is likely to be positioned beside the Continental GT, not below it.

Dürheimer also revealed the possibility of a saloon between

the Continental Flying Spur and Mulsanne, and there have been suggestions since then of a more compact SUV than the forthcoming full-sized Bentayga, which is due to hit the market next year.

If built, the new two-seat coupé would extend Bentley's product portfolio to five distinct models and push annual volume beyond 12,000 units, although production would probably be lower than the 3000 tipped for the Bentayga, which is already in demand from the biggest markets such as the US and China.

The GT is certain to be designed in Bentley's Crewe studio. It would probably use the Volkswagen Group's MSB flexible architecture, designed for cars of all formats positioned above the Audi range. Its front/mid-engined engineering layout would likely be informed by Bentley's recent experience with its successful GT3 racing cars.

Bentley is currently extending its production facilities for the Bentayga, so if okayed for production, the new GT would be unlikely to reach buyers before 2018. In

today's money, prices would be expected to start at about £120,000-£140,000.

Bentley has a long history of launching concepts at the Geneva motor show. The concept that produced the Bentayga SUV was first seen there, three years ago, as was the mid-engined Hunaudières prototype (which foreshadowed Bentley's return to Le Mans) in 1999. A small Bentley convertible, the Java, also made its debut at the Geneva show in 1994 but did not reach production.

STEVE CROPLEY

REVAMP FOR MITSUBISHI L200

A new Mitsubishi L200 pick-up will be revealed at the Geneva motor show next month. An all-new 2.4-litre diesel engine will be available with either 151bhp or 178bhp. Other changes include a new six-speed manual 'box and plusher cabin.



MAZDA IS STAR MARQUE AT FOS

Mazda will be the featured manufacturer at the Goodwood Festival of Speed on 25-28 June. The Japanese car maker will showcase its current line-up along with racing classics such as the Le Mans 24 Hours-winning 787B.





Bentley's two-seat concept will make its debut in two weeks



Revised Bentleys for Geneva

BENTLEY CONTINENTAL GT and Flying Spur facelifts have been revealed ahead of the cars' unveilings at the Geneva motor show in March.

The changes, which are said to have been made in response to customer requests, centre on powertrain, technology and interior comfort developments.

The twin-turbo 6.0-litre W12 in the Continental GT has more torque and power, delivering 582bhp (up by 15bhp) and 531lb ft (up by 15lb ft), while fuel economy is improved by 5% through the introduction of a 'variable displacement' cylinder deactivation system. Emissions are rated at 329g/km (from 338g/km) and combined fuel economy at 20.0mpg (from 19.5mpg).

Exterior changes to the Continental GT are said by its maker to "sharpen its on-road presence". Highlights at the

front include a new bumper design, smaller radiator shell and bright chrome badges denoting the engine type. At the rear, the bootlid is more sculpted and the rear bumper has been reshaped and widened. New 20in and 21in wheel designs are also available, as well as three new paint colours.

In addition, V8 S and GT Speed models get a new rear diffuser in order to differentiate them from less performance-focused Continentals.

Bentley says all of the Continental GT's driver controls are new, and buyers can opt to have what is described as a "more ergonomic and sports-orientated steering wheel" and larger gearshift paddles fitted. The interior also features more chrome detailing, plus new dials and graphics

and a revised surround for the centre console.

Further options include onboard wi-fi and new cushion, backrest and leather detailing.

The Flying Spur's W12 now delivers 612bhp and 590lb ft. The addition of a cylinder deactivation system also lowers CO₂ emissions to 333g/km (from 343g/km).

Additionally, the Flying Spur gets new 20in and 21in wheel designs, new interior finish options, a revised cabin with more modern graphics, an updated steering wheel design and a wi-fi hotspot system as standard.

Deliveries of the facelifted Continental GT and Flying Spur will begin this summer. When contacted by Autocar, Bentley was unable to reveal whether prices would be affected as a result of the changes.

JIM HOLDER



Flying Spur has an updated steering wheel, more modern graphics, fresh trim options and standard wi-fi



STEVE CROPLEY

Why predictability excites



BENTLEY'S FORAY INTO sports cars borders on the predictable. Further expansion was always going to happen: the firm is managed by Wolfgang Dürheimer, who presided over the massive growth of Porsche brought by the Cayenne and Panamera. His options for Bentley growth have already been loosely identified: a sports car, a smaller SUV than the Bentayga, and maybe a third saloon between the Flying Spur and Mulsanne.

However, a compact SUV would surely steal the Bentayga's thunder just when the firm is selling big

REVISED SHARAN REVEALED

The Mk2 Volkswagen Sharan has had a mild facelift, four years after it first appeared in UK showrooms. It gains subtle exterior styling tweaks together with new connectivity options and more economical four-cylinder engines.



SUBARU BOXER TOPS 15 MILLION

Production of Subaru's boxer engine has passed 15 million units. The first Subaru equipped with a boxer engine was the 1000, introduced in 1966. The latest boxer engine is installed in the all-new Outback, which goes on sale in the UK on 1 April.



Jaguar plots electric F-Pace

Sporty all-electric SUV could share technology with more opulent Range Rover

Jaguar is working on a fully electric car, according to well-placed industry sources. Although still unconfirmed, it is thought that the new model will be based on the upcoming F-Pace SUV. It should have a typical range of around 300 miles.

JLR has experience with electric transmissions through its development of the cancelled C-X75 supercar project, which was engineered in conjunction with Williams Advanced Engineering in Oxfordshire.

The two companies' ongoing collaboration includes the building of the C-X75 supercars that will be used in the new James Bond movie, Spectre.

There are two reasons for the move to a pure-electric powertrain. The most important is new Zero Emission Vehicle (ZEV) legislation introduced in California and adopted by another seven states in the US. These laws demand that, between 2018 and 2025, the proportion of new ZEVs sold rises from 5% of all new cars to 15.4%.

Second, analysts expect rising demand for electric luxury vehicles as more global cities begin to introduce 'zero emission zones' of the type proposed for central London. Tesla has also proved that there is a rising global market for an upmarket all-electric vehicle.

With SUVs and crossovers

dominating the US new-car market, and Tesla's long-awaited Model X SUV on the way, an electric F-Pace makes good sense.

There's also a good chance that Range Rover will offer an all-electric SUV using the same technology as the F-Pace. Last year Autocar revealed that Land Rover design boss Gerry McGovern was considering a new line of Range Rovers that could be "incredibly luxurious and low-slung".

It is thought that this potential new model could be based on the same basic aluminium architecture as that of the F-Pace, but with a greater emphasis on opulence in place of the Jaguar's focus on dynamic performance.

Building the EV across two brands will also help reduce per-unit costs, while the pricing potential for a super-luxury electric Range Rover must be tempting to JLR planners.

The unexpected success of Tesla - a rare example of a breakthrough in the automotive market by a start-up company - proved what

trend spotters had suspected for some time.

It is the world's most affluent consumers who are most enthusiastic about 'green' technology, and the only people who can afford an electric car with a near-300-mile range.

Moreover, vehicles powered by electric motors are inherently smooth, refined and swift, giving them a decisive advantage over conventional luxury cars.

Tesla sold around 32,000 vehicles last year, with the biggest market being the US. That's only a pinprick in the global car market but the new legislation in the US should help change that, and this niche market will expand as larger makers get involved.

Investing in electric SUVs and crossovers is not just for the future US market. China's government is also pushing for more of what it calls 'New Energy [electric] vehicles', which only the most affluent car buyers are likely to be able to afford.

HILTON HOLLOWAY



Proposed model would satisfy growing US zero-emission legislation



All-electric Jaguar F-Pace could have a range of 300 miles

Cleaner Ingenium diesel for facelifted Evoque

THE REVISED RANGE Rover Evoque, set to be unveiled at next month's Geneva motor show, will be Land Rover's most efficient production model ever with JLR's new 2.0-litre Ingenium diesel engine under its bonnet.

With a manual gearbox the two-wheel-drive, 148bhp, 317lb ft eD4 will deliver a claimed 109g/km and 68mpg, which represent an 18% improvement in efficiency over the previously most efficient Evoque diesel. A more potent diesel will also be offered with 178bhp. In addition, the new car

will be available with Land Rover's existing 237bhp Si4 petrol engine, which can achieve 36mpg and 181g/km.

A choice of three drivelines will be offered: two-wheel drive, four-wheel drive and Active Driveline, the latter of which shuffles between two and four-wheel drive.

Under the skin, the Evoque's suspension has been altered to take into account the lower weight of the Ingenium diesel engines.

Land Rover has tweaked the car's exterior with a new front bumper, enlarged air intakes, two new grille

designs, all-LED adaptive headlights and new alloy wheels among the key changes. The rear gets a new tailgate spoiler and high-level LED stoplight.

In the cabin, the revised car features new seats and door casings, new soft-touch materials and fresh colour choices. There's also a new 8.0in touchscreen infotainment system.

Prices will be confirmed closer to launch but Land Rover indicates they will be comparable to those of the current model, which starts at just over £29,000.



OFFICIAL PICTURE



SPY SHOT
EVOQUE CABRIO



Evoque cabrio close to production reality

LAND ROVER'S RANGE Rover Evoque cabriolet has again been spotted testing, with the latest spy shots appearing to confirm JLR's intentions to make the 2012 Evoque cabriolet concept a reality.

Although yet to be officially confirmed by Land Rover, the cabriolet could well form part of the facelifted Evoque range.

These spy pictures clearly show that the soft-top Evoque will get revised rear-end styling, with the most prominent addition being a rear-mounted lip spoiler.

A concept based on the three-door Evoque was seen at the Geneva show in 2012, and Land Rover bosses have said they are "keen" on the idea.

Judging by the advanced state of this prototype, it may be less than 12 months from the showroom.

Engineers will have worked to solve any issues with body rigidity and handling which may have arisen through the loss of the Evoque's roof. It's not known whether its absence has affected the model's off-road capabilities.

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The mpg figures quoted are sourced from official EU-regulated test results obtained through laboratory testing, are provided for comparability purposes and may not reflect your actual driving experience. Retail sales only, subject to vehicle availability for vehicles registered between 01.01.15 and 31.03.15 at participating dealers. T&C apply. *0% APR finance available on all Mazda3 models over 24, 30, 36 or 42 months. You will not own the vehicle until all payments are made. Finance subject to status, 18s or over. Guarantee/Indemnity may be required. Mazda Financial Services RH1 1SR. Model shown: Mazda3 120ps Sport Nav, OTR from £20,195. Model shown features optional Soul Red Metallic paint (£660). OTR price includes VAT, number plates, delivery, 12 months' road fund licence, first registration fee, 3 year or 60,000 mile warranty and 3 years' European roadside assistance. Test drives subject to applicant status and availability. Details correct at time of going to print. Not available in conjunction with any other offer unless specified.

The 675LT is based on the 650S but 30% of it is new



675LT tops McLaren's 'Super' range

Hardcore 650S-based supercar gets 666bhp twin-turbo V8 and 0-62mph in 2.9sec; priced £260,000

McLaren has crowned its range of supercars with this new 675LT model, a harder, lighter and more powerful version of the 650S.

The new model will make its world debut at the Geneva motor show in March. Customer deliveries will begin in July at a price estimated to be about £260,000, some £65,000 more than the 650S on which the car is based.

The coupé-only 675LT – 'LT' refers to its long-tail aerodynamic design, something first used on the 1997 F1 Longtail – sits above the 650S coupé and Spider in McLaren's range of so-called 'Super' models. The P1 is in the 'Ultimate' range, and the upcoming smaller models due to be revealed at the New York motor show in April are in the 'Sports' range.

The 675LT features a more powerful and significantly modified 666bhp version of the 650S's twin-turbo 3.8-litre V8.

McLaren says 50% of the parts in the V8 engine are new, including new turbos, new camshafts and connecting rods, a faster-flowing fuel pump and delivery system, and

detail changes to the cylinder heads and exhaust manifolds.

So extensive are the engine changes that the unit has a new codename: M838TL. Power rises 25bhp over the 650S to 666bhp, with peak power arriving at 7100rpm. Torque is up from 500lb ft in the 650S to 516lb ft at 5500-6500rpm in the 675LT. As with the 650S, the engine is mated to a seven-speed dual-clutch automatic gearbox.

Extensive use of carbonfibre for the bodywork and aerodynamic features and other lightweight elements in the engine, chassis and body give the 675LT a dry weight of 1230kg, which is 100kg less than that of the 650S. As a result, the power-to-weight ratio is improved from the 650S's 493bhp per tonne to 541bhp per tonne in the 675LT.

The combination of lighter weight and prodigious new engine outputs result in a 0-62mph time for the rear-drive 675LT of 2.9sec, some 0.1sec faster than the 650S. But a greater improvement is had in the 0-124mph time, which is cut from 8.4sec to 7.9sec. The 675LT's 205mph



The use of lightweight materials in the body, chassis and engine result in a dry weight of just 1230kg

top speed is 2mph less than the 650S's due to the extra drag of the aerodynamic set-up.

The 675LT's look is significantly altered and reprofiled from that of the 650S, sporting many aerodynamic features and an altogether more aggressive style. The Longtail Airbrake is a key part of the new design, being 50% larger than on the 650S. The polycarbonate rear screen is another new feature, complete with more louvres.

Also new at the rear are the carbonfibre wings and twin circular exhaust pipes made from titanium, which

are exposed at the rear deck to improve cooling. They sit above a new bumper and rear diffuser that are both made from carbonfibre.

At the front, there is a larger carbonfibre splitter and new front bumper design aimed at improving cooling and downforce, channelling the air to the rear of the car through several aerodynamic features.

McLaren has yet to confirm any chassis or dynamic changes to the 675LT over the 650S, saying only that it will deliver "ultimate levels of driver engagement". The car is road legal but track

optimised. In total, one-third of the parts on the 675LT are new compared with the 650S.

The interior of the car has yet to be revealed, but McLaren has promised a driver-focused interior with P1-inspired lightweight carbonfibre bucket seats wrapped in Alcantara.

The 675LT will be offered in what McLaren calls five 'By McLaren' specifications, which are inspired by famous colours and liveries from its past. The five colours and themes on offer will be mirrored inside and out.

MARK TISSHAW

CEE'D SET FOR GT LINE SPEC

Kia is adding a GT Line spec to its Cee'd range. As well as cosmetic upgrades, the derivative has Kia's 1.0-litre T-GDi petrol engine and a seven-speed dual-clutch automatic gearbox. The Cee'd GT Line reaches the UK at the end of the year.



NEW JAZZ READY FOR SUMMER

Honda has revealed its new Jazz, which goes on sale here this summer. Honda says its supermini has more passenger and luggage space than its predecessor. Refinement is also claimed to be better. Power is from a 1.3-litre petrol engine.





Hyundai revives Tucson

Hyundai targets global success with a longer, wider ix35 replacement due to be launched at Geneva

Hyundai's new Tucson SUV will make its debut at the Geneva motor show next month before going on sale in the UK in September.

Hyundai retired the original Tucson in 2010 to make way for the ix35, but it has now reversed that decision in the hope of making the Tucson a more global product.

The Tucson, which replaces the current ix35, is 4475mm long, 1850mm wide and 1645mm high. The wheelbase

is 2670mm. Those dimensions make it longer, wider and lower than the outgoing ix35.

The Tucson takes on a more rugged appearance than the ix35, and features Hyundai's prominent grille design. A clear resemblance to the larger Santa Fe can be seen.

Peter Schreyer, Hyundai's design boss, said: "We tried to make an SUV, but make it bolder and stronger. When we do something like this, of course, we have in mind

that it needs to be successful globally. It needs to be a good product, and then it can be successful in all markets."

Powering the new Nissan Qashqai rival will be two petrol and three diesel engines, all meeting Euro 6 emissions standards.

A 1.6-litre petrol engine is available in both naturally aspirated and turbocharged forms, producing 133bhp and 174bhp respectively. The diesel line-up kicks off with a



The new Tucson's more premium interior includes a faster sat-nav

Fresh look and cleaner engines for revised 208



THE PEUGEOT 208 has been facelifted and now comes with new, cleaner engines and a new trim level.

The whole range has been updated visually with a new front bumper, a wider grille and more chrome. There are new headlights from Active trim level up, complete with a new LED signature.

Inside, there's a leather-trimmed steering wheel for Active trim and above, while the dashboard has a new finish on high-spec versions.

The 7.0in touchscreen has been upgraded to include a new Mirror Screen function that can display the screen of a compatible smartphone.

Peugeot says the model's updated diesel engines now emit less than 95g/km CO₂. There are three 1.6-litre diesels, in 74bhp, 99bhp and 118bhp outputs.

There is also a new 108bhp petrol engine. The turbocharged 1.2 PureTech 110 comes with engine stop-start technology, a

five-speed gearbox and CO₂ emissions of 103g/km. The other two petrol engines in the range – a 67bhp 1.0-litre and an 81bhp 1.2-litre – are unchanged.

A new trim level, called GT Line, aims to bring an element of the GTi's styling to models lower down the range.

Final pricing for the refreshed 208 will be revealed closer to the June on-sale date. The model will make its public debut at the Geneva motor show in March.

Hyundai drops “risky” sports car

HYUNDAI UK BOSS

Tony Whithorn has dashed rumours of a new sports car for the brand, instead saying the Korean firm will focus on hotter performance versions of its existing products.

Speaking at the company's recent annual business briefing in London,

Whithorn said: "Putting a new sports car into that segment isn't easy. It's a big risk."

Hyundai was believed to have been considering a new sports car to help increase the emotional appeal of the brand, in line with the PassoCorto concept shown last year.

Instead, Hyundai says it will focus on integrating its N Performance sub brand, from its World Rally Championship programme, with its road car line-up.

The firm's president, Peter Schreyer, said the company is putting "more focus on higher performance cars".



The 2014 mid-engined PassoCorto concept now won't be built

1.7-litre unit with 113bhp and also includes two versions of the firm's 2.0-litre powerplant, available in a choice of 134bhp and 181bhp forms. The 2.0-litre option will also be available with four-wheel drive.

Although Hyundai will showcase several of its mild-hybrid engine options at Geneva, officials say no hybrid version has yet been confirmed for the Tucson.

Transmission options include a six-speed manual,

six-speed automatic and seven-speed dual-clutch automatic gearboxes.

Hyundai says the Tucson, which is built on an all-new platform that it will share with the new Kia Sportage, offers a generous amount of interior space including a luggage capacity of 513 litres with the seats up. That's less than the outgoing ix35 but 83 litres more than the Nissan Qashqai.

Despite its larger interior dimensions, the new Tucson

remains a five-seater only. Features include ventilated and heated seats, a powered tailgate, park assist and a new navigation system which, says Hyundai, is three times faster than the old one.

Hyundai says it will build all European-bound Tucson models at its Czech Republic factory. The car maker hasn't confirmed prices for the new model but says it will cost more than the current ix35, which starts at £17,000.

DARREN MOSS

Lexus to reveal Mini and Audi A1 rival at Geneva

LEXUS WILL UNVEIL a concept version of a city car rival to the likes of the Mini and Audi A1 at the Geneva motor show.

The new concept is called the LF-SA and will feature a revised version of Lexus's trademark spindle grille design.

As well as showing how a small Lexus will look, it could hint at the future design cues the company will adopt.

A Lexus statement read: "The LF-SA is a luxurious, driver-focused vehicle designed to address a future world that is more influenced by technology and virtual experiences."

"The new concept reflects Lexus's passion for new design trends and explores unexpected territories for the brand."

The five-door model, which is expected to be based on the Toyota Yaris platform, will come to market in 2018, soon after the second-generation CT range is revealed.

A range of engines, including downsized turbocharged petrels and at least one hybrid version, is expected.

Lexus will also showcase its GS F performance car and LF-C2 roadster concept at the Geneva show.

INFINITI PREVIEWS QX30 CROSSOVER

Infiniti has offered the clearest look yet of its Geneva-bound QX30 compact crossover concept.

At the rear it has off-road styling features including a skid plate, while at the front there's an aluminium-trimmed front bumper and carbonfibre lower cladding.

Infiniti says the model previews "a new premium compact crossover" that will blend "the sleek lines of a coupé with the rugged looks of a crossover".



PASSAT ALLTRACK REVEALED

The new Volkswagen Passat Alltrack will be revealed at the Geneva show. All versions are four-wheel drive and have beefed-up looks, a 27.5mm increase in ride height and an 'Off Road' drive mode. European sales start in September.



RADICAL EYES 'RING RECORD

A version of Radical's RXC road-legal track car with "more than 530bhp" will be shown at Geneva. The RXC Turbo 500 will, this summer, try to beat the Nürburgring production road car lap record set by a Radical SR8 LM in 2009.



Concept uses a 449bhp diesel-electric powertrain



Audi reveals Prologue Avant

Geneva show-bound diesel-electric concept previews next generation of Audi estates inside and out

Audi has revealed the new Prologue Avant ahead of the one-off concept car's debut at the Geneva motor show next week.

The company's successor to the well-received Prologue coupé, which was first seen at last year's Los Angeles motor show, has been created to show how its latest design language will be applied to future estate models, most notably the next A6 Avant.

The two Prologue concepts share a wide, hexagonal grille, angular matrix laser headlights, prominent air ducts decorated with LED graphics, a contoured bonnet and shapely front wings.

However, their similarities end at the trailing edge of the front doors with the Avant receiving an additional set of rear doors, an extended glasshouse, muscular rear wheel arches, a longer roof,

more upright pillars, a steeply angled tailgate and tailpipes integrated into the bumper.

At 5110mm in length, 1970mm in width and 1400mm in height, the Prologue Avant is marginally longer, wider and higher than the Prologue coupé.

Like its two-door sibling, the new five-door has a 2990mm wheelbase and rolls on 22in wheels shod with 285/30 profile rubber.

The contemporary dashboard and touchscreen controls preview cabin architecture planned for Audi's future model line-up.

Power for the Prologue Avant comes from a lightly retuned version of the plug-in diesel-electric hybrid system earmarked for the second-generation Q7, due later this year. It uses Audi's familiar twin-turbocharged 3.0-litre V6 diesel engine and an

electric motor to produce a combined 449bhp, channelled to all four wheels. Simulations suggest 0-62mph in 5.1sec, 176.5mpg economy and CO₂ emissions of 43g/km.

The Prologue Avant also features what Audi calls "high-end series production chassis technology". This includes air suspension with adaptive damping and four-wheel steering.

GREG KABLE

Mercedes readies £200k go-anywhere G500 4x4²

MERCEDES-BENZ HAS followed up its monster G63 AMG 6x6 with this smaller four-wheeled variant called the G500 4x4².

It is being pitched as a road-going concept but, as with the G63 AMG 6x6, has been engineered to production maturity. According to highly placed Mercedes-Benz sources in Stuttgart, it is planned to go on sale later this year at a price, in the UK, "in a region above £200,000".

The starting point for the

G500 4x4² is the standard G500. The two share the same ladder-frame chassis construction and 2850mm wheelbase.

The G500 4x4² uses an evolution of the 4.0-litre V8 engine used by the Mercedes-AMG GT, claimed to produce 416bhp at 5350rpm and 450lb ft of torque between 2250 and 4700rpm.

Drive is channelled to all four wheels by a reworked version of Mercedes-Benz's seven-speed 7G-tronic automatic gearbox,

complete with a separate transfer case and the high and low-ratio gearing from the standard G500. There are also three mechanical differential locks that can be operated on the move. Ground clearance is an impressive 450mm – more than double that of the G500.

The G500 4x4² is claimed to weigh 2996kg. Members of its engineering team suggest it boasts a 0-62mph time of around 6.5sec and a top speed over 137mph, with the optional 22in wheel and tyre package.



TOYOTA AURIS FACELIFTED

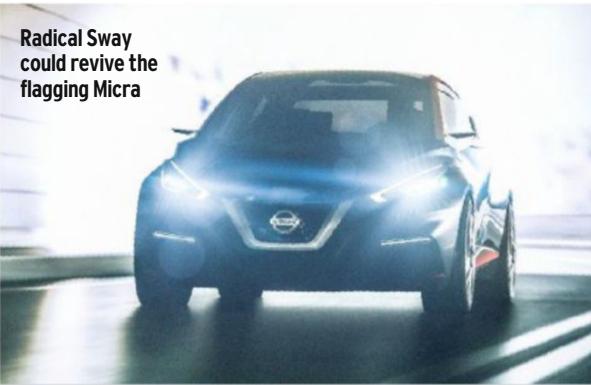
Estate and hatchback versions of the Toyota Auris are getting a mid-life refresh in time for the Geneva motor show. Highlights include a new grille, redesigned headlights and bumper, a revised cabin and new petrol and diesel engines.



FASTEST SKODA REVEALED

Skoda will reveal its fastest-ever production car at the Geneva motor show next month. The Octavia vRS 230 boasts 227bhp. That's 10bhp more than the standard car and enough for 0-62mph in 6.7sec and a top speed of 155mph.





Nissan teases next-gen Micra

NISSAN IS PREVIEWING the next-generation Micra at the Geneva motor show with a radical new concept car called Sway.

The current Mk4 Micra has lost much of the goodwill and popularity enjoyed by its predecessors.

As a result, Nissan is promising something more radical for its replacement, due in 18 months' time.

According to Nissan, Sway promises the same kind of "innovative design and product planning" that "gave birth to the Qashqai and Juke".

A statement read: "What would happen if we applied the same radical thinking and quality standards to one of the most important sectors in Europe: the small hatchback?"

"The Nissan Sway concept is a glimpse at how a future generation of small Nissan models could look if the company's striking new design language was applied to a European hatchback."

Speaking to Autocar last January, then Nissan boss Andy Palmer said the Mk5 Micra would not return to the rounded look of the Mk3 car, something the teaser picture confirms.

He also revealed it would be a European-developed car that "could easily sit next to the Ford Fiesta or Volkswagen Polo".

The new Micra will be such a departure from the last one that Nissan is even considering dropping the Micra name and giving it a new badge altogether.



Jensen revived

THE JENSEN NAME is to return on an "officially sanctioned" model for the first time in 13 years.

The Jensen Group has produced a vehicle named the Jensen GT, and is also working on a successor to the Interceptor.

The company says this new model, named Interceptor 2 and due

next year, will "advance the concept of the original grand tourer, to provide a modern and exciting vehicle".

The Jensen Group behind the project states that it is not related to a revival of the Jensen name in 2011, and that it has established ownership of the Jensen and Interceptor brands.



Tester's Notes

Matt Prior



COTY rule change could mean more exciting metal here

I'm on a committee. I've never been on one before because committees involve both meetings and responsibility. But Autocar is one of the sponsoring publications of the Car of the Year trophy, whose annual meeting was at Ceram, an industry test track near Paris, this week. So here we are.

And? Pleasantly surprised. Good people, sensible decisions. COTY is not an organisation for which I've previously had a great deal of time, but it has just abolished its eligibility requirement for a model to sell 5000 examples a year across Europe, which is encouraging.

That rule was first introduced to stop exotica from dominating what's meant to be a relevant, populist award, although given that the Porsche 928's win is still considered risqué by some of the judges, such a scenario seems unlikely. It's also a rule that made the remarkable BMW i8 ineligible, so it has gone.

Also at Ceram were the

COTY is not an organisation for which I've previously had a great deal of time

shortlisted cars to drive. I don't think this is the place for manufacturers to attempt to woo judges by giving them privileged access to hitherto unseen models, so I didn't look at the new Volkswagen Touran. I'm less certain about them bringing new derivatives. Ford brought a 1.0-litre Mondeo along but the interior isn't any better than any other Mondeo's, so it won't trouble the top end of my votes.

Anyway, as you might expect, UK jurors arranged their own



The VW Lupo 3L was a frugal city car – unlike its Clio namesake

test of shortlisted cars on the roads around Silverstone, a week before the Ceram event, from which I'll pick my winners. As I write, the deadline is a week away, so more next time.

On the subject of Ceram, do you remember the Volkswagen Lupo 3L? It was Volkswagen's city car capable of returning 94 miles to the gallon – or three litres per 100 kilometres, the metric alternative, hence its 'three-litre' name.

An industry contact remembers it, too, and tells one of those stories whose origin I desperately want to be true. He was a journalist during the late 1990s and, at an upcoming Paris motor show, the tale goes, Volkswagen's boss, Ferdinand Piëch, had got wind of the fact that Renault was preparing to unveil a Clio 3L on its stand.

Determined not to be outdone, Volkswagen executives hastily threw a plan together that involved whisking key motoring journalists from the Paris show, by helicopter, to Ceram, where they could not just see but drive the Lupo 3L. Take that, Renault.

Unperturbed, Renault went ahead with the launch of its own 3L Clio. Of a fashion. I would have loved to have seen the faces on VW's executives when they realised it had a V6 engine where the rear seats used to be.

matt.prior@autocar.co.uk

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MG6 Fuel Consumption mpg (1/100km): DTi-TECH Urban: 48.7 (5.8), Extra Urban: 64.2 (4.4), Magnette: 59.0 (4.4), Combined: 57.6 (4.9). CO2 Mass Emission (Combined) 129 g/km.

Models shown - MG3 3FORM SPORT in Stuck on Blue with White Trophy Stripe at £10,203. MG6 DTi-TECH TSE in Regal Red at £19,995. Metallic paint an optional extra at £395. On the road price of £8,399 applies to the MG3 3TIME with no optional extras. On the road price of £16,995 applies to the MG6 DTi-TECH S with no optional extras. On the road (OTR) prices include VAT where applicable, vehicle first registration fee, delivery, number plates and 12 months' Vehicle Excise Duty. From prices shown exclude optional metallic paint, accessories and graphics packages. Fuel consumption: figures shown are based on official EU test results and are to be used as a guide for comparative purposes and may not reflect actual driving results. For more information on MG3 and MG6 please visit mg.co.uk



A Week In Cars

Steve Cropley



MONDAY

It's not often, even in the car-testing racket, that one gets to spend a whole day just driving. Well, driving and talking. When photographer Stan Papior and I set off in the newly engined Vauxhall Insignia 2.0 diesel to tour Europe on a single tank in a single day (see p38) we didn't expect it to be so simply pleasurable.

The car was always enjoyable, and far more frugal than we expected. The journey turned from a mere mile-gatherer into a pilgrimage to the birthplace of the man who made Elvis. The weather moved right across the spectrum from rubbish to bright clarity. I especially enjoy the way hours of driving sharpen you up. It's good to be reminded that driving a decent car, like flying an aeroplane, is fun in its own right, not just a means to an end.

WEDNESDAY

Who'd be a politician? The drawback must surely be that your foot is perpetually close to your mouth, as David Cameron's was when he visited Rolls-Royce today. Our PM is understandably keen to associate himself with the achievements of the industry so selected hacks (editor Mr Holder prominent) were invited

I wonder if we are overlooking generously proportioned saloons too much these days

to watch him take questions from Goodwood employees, where he came across as honest and amiable. Then came the inevitable car question: have you ever driven a Rolls? Cameron explained that he hadn't, mainly because security men preferred him to be driven in an armour-plated Jag. Still, he observed,

And another thing...

The bloke who has everything but a Lamborghini can henceforth "wear the philosophy" by shelling out slightly less than the cost of an Aventador for this golden bull-badged blazer. Sadly, they don't come in my size...

the weight of all that armour probably meant the Jag felt "a bit like a Rolls to drive".

There must have been a slapping noise as the palms of Rolls managers hit their foreheads, plus a feeling of deep irony in the breast of anyone who knows the truth about forthcoming Rolls-Royces and the disadvantages of weight in cars. The company has just finished announcing that every future model will have a bespoke spaceframe – made of weight-paring aluminium.

THURSDAY

I've driven so many good cars lately that I approached the prospect of conducting a large Infiniti Q70 saloon on an urgent errand Up North with trepidation, especially since this

was the tax-busting 168bhp four-pot 2.2D version. In the event, the Q70 turned out to be a pleasant and efficient car that made a very decent case for big saloons, what with its Swiss-watch quality, supple ride and terrific motorway stability.

In fact, this and my Insignia experience, plus what Matt Prior writes about the 1.0 Ford Mondeo on p31, makes me wonder if we're overlooking generously proportioned saloons too much these days, given that they're cheaper than equivalent SUVs with the same carrying capacity. The Infiniti's Merc-sourced diesel is acceptably quiet and responsive and I warmed to the car's ride and steering. The omission of DAB radio is a truly inexcusable error, but I still reckon a business user tucked into one of these could end up loving it.



Cameron visited Rolls but one reply was ill-considered

FRIDAY

Delighted to see the Formula E organisers have cemented a London event this summer, but less pleased that it clashes with the Goodwood Festival of Speed, to which the Steering Committee and I always go. Some of my office colleagues reckon such a clash only matters to hacks, but I doubt Lord March will be so sanguine. Date collisions between important motorsport events are getting to be a serious problem. Besides this clash, I'm affected by two others: Le Mans versus Brooklands D12 versus Cholmondeley Pageant of Power on 14/15 June, and Prescott's la vie en bleu versus the Down Ampney Stages, both in Gloucestershire on 23/24 May. Applying a couple of clichés to the situation, variety is the spice of life, but this is too much of a good thing.

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Citroën C4 BlueHDI 120

16.2.15, Marseille, France Cleaner engines, new tech and fresh looks for Citroën's Ford Focus rival

This is Citroën's attempt to reinvigorate its long-standing C4 hatchback, which first appeared in 2010. Back then, the Citroën proved a quietly popular choice thanks to its extensive kit list, soft ride and distinctive interior design. Since then, however, many new or revamped rivals have arrived, such as the all-new Peugeot 308, Mazda 3 and updated Ford Focus.

In order to keep the C4 in some kind of contention, a host of upgrades have been carried out. Predictably, there is a selection of light cosmetic and equipment tweaks. The C4 now features redesigned lights front and rear, new trims and paint options, and a simplified dashboard with an integrated 7.0in touchscreen.

More prominently, the engine line-up has been revised resulting in improvements in efficiency and, in many cases, performance. Gone are the old four-cylinder VTi petrols, to be replaced entirely by modern PureTech three-cylinder engines,

while the diesel range now features the latest BlueHDI engines.

We tested the mid-spec BlueHDI 120 version of the facelifted Citroën C4 with a six-speed manual gearbox and an engine stop-start system, in flagship Flair trim. As standard it includes dual-zone climate control, Bluetooth and USB connectivity, and cruise control.

Despite the refresh the Citroën C4 feels a little dated. Minor details, such as the gear lever that looks like it's straight out of a decade-old Peugeot 407, contribute to the effect. Even the new sat-nav system is sluggish and hardly modern in its appearance. The cosmetic tweaks don't make a great deal of difference to the car's looks, either. It's still not particularly distinctive, but some may quietly approve of that.

Elsewhere, many of the C4's original foibles haven't been attended to. While it still rides in a pliant, cosseting fashion on good surfaces, it lacks poise and control

over rougher roads. The steering could still do with more weight and feedback, too, but it's at least precise and responsive. There's plenty of front-end grip so that even in the wet, the car doesn't descend into an unruly mess in faster corners, but it doesn't inspire confidence or perform like, for example, a Focus. The 1.6-litre turbodiesel is a

The Citroën C4 is a relaxing car to drive, being particularly quiet at speed



The Citroën rides comfortably on smooth roads but rougher surfaces can upset it



Cabin – including the dash – is sufficiently distinctive but, despite the inclusion of a new integrated sat-nav, let down by dated-looking gearshift



The C4 would be a good cruiser but for its seats' absence of lower back support; the 1.6-litre diesel engine can sound raucous when worked hard

decent affair although, predictably, a little raucous when worked hard. Otherwise, the Citroën is a relaxing car to drive, being particularly quiet at speed. Only seats that lack lower back support, and the aforementioned ride issues, prevent the C4 from being an ideal long-distance companion.

Rear room isn't exceptional but

there's enough space for two adults to sit in relative comfort. The vast boot is worthy of note, too, boosting the C4's practicality considerably.

Citroën claims the C4 BlueHDI 120 will return 74.3mpg, granting the model a potential range of 966 miles. During our cross-country test it returned a still-impressive 49mpg, which would still give a useful range

of 637 miles. In manual form this diesel C4 won't cost you anything to tax, either.

Despite such low running costs, however, it's difficult to recommend the C4 over rivals. It pains us to say so since Citroëns have always had their appeal in places, and this model is no exception.

There are also several brokers already offering this particular version for around £15,000 – £4000 less than list. Such a saving could make it a very tempting proposition. The snag is that the Peugeot 308 is discounted by a similar degree and, consequently, available for around the same price.

Besides being a much more modern car, the Peugeot also performs better and is more economical than the C4. Faced with such competition, not to mention numerous other highly regarded and similarly priced cars, the Citroën has got quite some fight on its hands.

LEWIS KINGSTON



Old-school controls sit alongside new-tech keyless entry and push-button starting



CITROËN C4 BLUEHDI 120 FLAIR

Not devoid of talent, but now trailing noticeably behind far more modern, competent alternatives



Price	£19,145
Engine	4 cyls, 1560cc, turbodiesel
Power	118bhp at 3500rpm
Torque	221lb ft at 1750rpm
Gearbox	6-spd manual
Kerb weight	1280kg
Top speed	122mph
0-62mph	10.6sec
Economy	74.3mpg (combined)
CO ₂ , tax band	100g/km, 16%

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Go Further



Ford Focus ST

13.2.15, Norfolk Mid-life refresh aims to boost the appeal of Ford's cut-price Golf GTI rival

All the recent headlines on the Ford Focus ST have gone to the new diesel model, an addition to the hot hatch's line-up as part of some comprehensive mid-life changes. However, the staple petrol model has been revised too, and this is our first chance to drive it on UK roads, albeit in left-hand-drive form.

The powertrain is the same as before, meaning a turbocharged 2.0-litre four-cylinder unit with 247bhp and a hefty 266lb ft (on overboost) hooked up to a short-throw, six-speed manual gearbox.

Elsewhere, the changes are more significant. The front-end body structure has been stiffened, new front springs have been fitted, there's a sportier tune for the dampers front and rear, and the bushes have been stiffened up. The electrically assisted steering system has also been retuned to match the modifications.

However, the Focus ST still does without a proper limited-slip diff,

or indeed the torque steer-reducing RevoKnuckle front suspension system from the Focus RS Mk2. Instead, it relies on an electronic set-up operating through the Electronic Torque Vectoring Control system and a new Electronic Transitional Stability function built into the stability control system, which predicts when a skid or loss of control is about to occur and brakes individual wheels as required. Even without a diff, however, the Focus ST now feels more alive, for more of the time, compared with its predecessor.

A real high point is just how stiff and rigid the body feels, and the associated benefits this brings to the handling. Turn-in is sharp and the Focus ST is supremely agile, responding positively to different driving styles. You can chuck it into corners or tactfully glide through a sequence of them but, either way, the car will corner without too much roll, albeit with predictable mild

understeer if you overcook it or the road surface lacks grip.

The steering is about as sweet as electric set-ups get at this end of the market, with the rack quickening as you apply more lock. It's precise and offers decent feedback.

Even on the optional 19in alloys, the ride is supple. Firm, yes, but never uncomfortable or ruffled by potholes or bad road surfaces. However, no matter how clever the electronic systems on the new Focus ST are, there's no getting away from the fact that it can struggle to get its power down. Floor it off the line or out of a corner on a dry surface and there will be a bit of play at the wheel. Do the same on a surface that's damp, however, and the Focus ST pulls you all over the place. Even in fourth gear it can spin its wheels.

You won't be surprised to hear, then, that the powertrain is the dominant force in this car. The engine makes the Focus ST feel every

bit as quick as the figures suggest, with a broad spread of torque delivering a hefty response even when you're not in the optimum gear.

Despite this, and owing to its breadth of abilities, the Focus ST remains a car that comes highly recommended. It oozes character from its involving drive to its mighty powertrain. It's more than comfortable enough for motorway drives (where around 32mpg can be expected) and now gets a less cluttered interior.

It's also a bargain. Even in fully-loaded ST-3 trim it undercuts an entry-level Golf GTI by more than £300. Forgo a few comforts and it can be had for just £22,195.

MARK TISSHAW

FORD FOCUS ST-3

ST is sharper to drive than ever but now even more affordable and better to live with



Price	£25,995
Engine	4 cyls, 1997cc, turbocharged, petrol
Power	247bhp at 5500rpm
Torque	266lb ft at 2000-4500rpm
Gearbox	6-spd manual
Kerb weight	1437kg
Top speed	154mph
0-62mph	6.5sec
Economy	41.5mpg (combined)
CO₂/tax band	159g/km, 26%



The simplified fascia is lifted straight from lesser Focus models, but agile handling and wheel-spinning power are all pure Focus ST



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Volvo XC90 T8 Twin Engine

11.2.15, Barcelona High-tech powertrain brings plug-in hybrid capability to Volvo's new SUV

They call it a Twin Engine, but if they really wanted to be pedantic, they should have called it a Triple Engine.

This is the plug-in hybrid version of the new XC90. It is set to arrive early next year, about six months behind the D5 diesel and petrol T6.

Like those, it has a 2.0-litre four-cylinder engine under the bonnet. Here the petrol unit is both supercharged, for low-rev response, and turbocharged, for higher-rev response, and is engine number one. It drives the front wheels through an eight-speed automatic gearbox.

Engine number two is, I guess, the one at the back. It's an 81bhp electric motor that sits neatly within the rear subframe and drives the rear wheels. Its battery pack lives in the centre tunnel, where there's space because, unlike in other XC90s, there's no

propshaft. Plugging the XC90 in charges the batteries.

How the power is delivered is flexible. You can choose to drive in electric mode alone, where the range will be 24 miles. Or you could use just the petrol engine and save the battery power for later, or ask for maximum input from both power sources, or choose a specialist 4WD mode for best traction off road. Or, as is most likely, just let it sort itself out.

But if you want to get pernickety, there's a third motor, a 25bhp starter motor/generator between the petrol engine and gearbox. It's not much of an engine, but it does pitch in from time to time, to smooth the transition between the different drive methods and fill any torque gaps.

Well, it's supposed to, but there's work still to be done. Volvo knows it, and says it has time to sort what is,

for now, at times jerky progress. The worst of it is very poor brake pedal feel, as it slips between regenerative and conventional braking.

It shows promise, though, and it's brisk. What it lacks is the aural quality of a big V-shaped engine, but if you're a sucker for those, Volvo is content to admit that perhaps it's not the brand for you.

The 59g/km CO₂ return on the official combined cycle is impressive, although it's an anomaly of the current legislative cycle, as with most plug-in hybrids. Our route was too short to determine a realistic fuel return, but the economy will depend on how you use the car. Commute 15 miles across town every day and you'll never use a drop of petrol; never plug it in and I'd be surprised if it much bettered 30mpg.

What's as impressive on the

T8 as it is on other XC90s is the interior, which is fantastically plush and comfortable. It retains decent accommodation in the two rearmost seats, too, because the batteries sit in the transmission tunnel, not under the boot floor as on some rivals.

That they're there – low and central – also means the handling is relatively unaffected by the extra girth. We'd avoid the bigger wheels available because the ride suffers, but if the drivetrain is tuned properly, this XC90 will be as good as the rest.

MATT PRIOR

VOLVO XC90 T8 TWIN ENGINE INSCRIPTION

Mostly as impressive as the diesel we tried last week, but the drivetrain needs work



Price	£63,705
Engine	4 cyls in line, 1969cc, supercharged and turbocharged, petrol
Power	314bhp at 5700rpm (petrol), 81bhp (electric)
Torque	295lb ft at 2200-4500rpm (petrol), 177lb ft (electric)
Gearbox	8-spd automatic
Kerb weight	2350kg
Top speed	140mph
0-62mph	5.9sec
Economy	112.9mpg (combined)
CO₂/tax band	59g/km, 9%



Comfortable seven-seat cabin retains the same space as other XC90s; the ride suffers on 21in wheels but is otherwise compliant



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Ford Mondeo 1.0

Paris, 16.2.15 Downsized three-pot Ecoboost power lands in Ford's large family car

The Mondeo is the longest passenger car Ford sells in the UK. The 1.0 Ecoboost three-cylinder petrol is the smallest engine it sells in the UK. The perfect match, then?

You'd have thought not, what with this Mondeo's 1476kg kerb weight. But there are reasons to fit this small, 124bhp engine into this large family car, and those reasons are centred around the fact that, if you do, it returns 55.4mpg on the combined cycle and has a 119g/km CO₂ figure. The next most efficient petrol engine in the Mondeo range is the 158bhp 1.5-litre four-pot, at 134g/km.

We like the 1.0-litre Ecoboost engine elsewhere, but can it hack the Mondeo's kind of kerb weight? Just about. It helps that the triple revs extremely smoothly and quietly, with

a muted three-pot thrum that's very appealing. It drives the front wheels through a slick six-speed manual gearbox, so there's pleasure to be had in working it. At higher revs turbo lag is minimal; it's worse at low revs, obviously, but peak torque is down there – from 1400rpm – so if you're prepared to wait, it'll come to you.

In that way, the 1.0 feels not unlike a small-capacity diesel, only better-sounding and with a broader rev band. On paper it can't match the 78.5mpg of Ford's most efficient 1.5-litre diesel, and on the road I suspect the gap will be bigger still, such is the way you'll rev an engine that, even giving its all, can only accelerate the Mondeo from 0-62mph in 12 seconds dead.

Can you tell it's a lightweight unit? Not overtly. It'd take better

helmsmanship than I can muster to know that this Mondeo was 28kg lighter in the nose than a 1.5 petrol I tried four days previously. It just drives like a Mondeo, although that's no bad thing. In terms of ride flatness, steering accuracy and response, and honed control weights, the Mondeo is best in class.

Where it's not is inside. That's a legacy of the One Ford programme that sees the Mondeo do service in markets where the requirement for interior feel and perceived quality isn't on a par with Europe's.

Ford has done what it can for us, but you can't disguise it completely. Park a Mondeo next to a Volkswagen Passat and pore over both interiors and you can see why VW thinks the Passat can hold its own among BMW 3 Series and Mercedes C-classes.

The Mondeo cannot, but it is spacious front and rear, has comfortable seats, a big boot and easy cruising refinement. And in this form its asking price starts at less than £20,000, which the aforementioned Passat's does not. The Mondeo also has an increasingly large model range, through three body styles, including four-wheel drive (although not with this engine) and a diesel with up to 210bhp. There's likely to be a Mondeo for everyone, then. The reasons for choosing this variant, however, are less compelling than you'd hope.

MATT PRIOR

FORD MONDEO 1.0 5DR ZETEC

Small engine never feels overwhelmed, but nor does it sparkle in Mondeo body



Price	£19,995
Engine	3 cyl in line, 998cc, turbocharged, petrol
Power	124bhp at 6000rpm
Torque	125lb ft at 1400-4500rpm
Gearbox	6-spd manual
Kerb weight	1476kg
Top speed	124mph
0-62mph	12.0sec
Economy	55.4mpg (combined)
CO ₂ /tax band	119g/km, 19%



The Mondeo's cabin isn't as plush as those of some rivals; it's no drag racer, but the big Ford isn't hamstrung by its 1.0-litre engine



FLASH CONVERTERS

The California gains a new turbo V8 but has it retained its Ferrari soul? **Nic Cackett** pits it against its rivals to find out

PHOTOGRAPHY STAN PAPIOR





Oall the colourful phrases tossed around our office like wedding confetti, none is treated with greater reverence than 'fitness for purpose'. It is the bedrock on which any Autocar verdict is built, the reason we can gush convincingly about a people-carrier one week and a three-wheeler the next, and easily the best justification for lending us your credence every week.

Manufacturers like it, too. They measure it with micrometers. They devote small armies to the business of probing, canvassing, questioning and comparing. They agonise over positioning with the sensitivity of a Mars orbiter mission planner. Their failures tend to play out similarly, too – no visible mushroom cloud, just a shoulder-shrug fizz of disappointment.

The previous Ferrari California could be characterised thusly. It was a smorgasbord of brand firsts – first fully retractable hard-top, first dual-clutch automatic gearbox, first front-mounted V8 – but it came across as only a middling effort, probably made to look softer than it was by the outgoing 430 Scuderia and incoming 458, both hewn in purpose like carbon-ceramic arrowheads.

Its replacement lobs in another first: the first Ferrari in nearly three decades to feature forced



California feels made for fast, comfortable, long hauls

induction. Turbocharging increases accessibility, but that was not the California's underlying fault. It lacked not functionality but a convincing character. And for a Ferrari, being under-endowed with soul is like discovering the Land Rover Defender's replacement is thwarted by wet grass.

To find out whether or not the new, vastly more powerful V8 engine has solved the problem (or compounded it), we're plunging the California under the Brecon Beacons microscope side by side with two carefully selected slides: a Porsche 911 Turbo S Cabriolet against which to measure its heady, all-round GT talent and, as a pleasure-

giving benchmark, the atavistic Aston Martin V12 Vantage S Roadster.

LET THE CONTEST BEGIN

Circumstance means covering most of the M4 between London and Wales in the 911, but the obvious question occurs inside the M25: is there another car, currently on sale, that goes from congenial to utterly cuckoo quite as rapidly as the 991-generation 911 Turbo? There ought not to be any secret about it by now: the most expensive 911, at £149,668, is an upturned bucket of vents and wide-bodied arches mated to Porsche's latest asymmetric all-wheel drive system and a twin-turbocharged flat six developing, in its S guise, 552bhp. But the 991's transition from butter-wouldn't-melt-in-its-mouth, Volkswagen Golf R-style good manners to a magistrate-infuriating, superbike-rivalling clip is so self-assured, oily and proficient that it almost feels necessary to summon a shaman to Leigh Delamere services and have its otherworldliness properly investigated.

We don't have time for that, though, so I pucker up for the Aston instead. Immediately, it's clear just how much of the burden the 991's ZF-sourced PDK gearbox must be shouldering. The distance from its dual-clutch slipperiness to the Vantage's



New infotainment set-up is a welcome addition to the California, but it's still a cabin to appreciate rather than adore



There's a deep-seated feeling of quality in the 911, aided by its materials, construction standards and ergonomics



Dashboard layout and controls betray the Vantage's age but there's a sense of panache unmatched by the California

robotised seven-speed Sportshift manual is best measured in light years. The Aston's upshifts eventually get quicker, but low down, in auto mode, the car – or more specifically, its phantom menace clutch – remains a head-nodding nuisance. The AM28 engine to which it's connected, of course, is a peach: 12 cylinders of splendour, not much less tractable than the Porsche and as sumptuously evocative as you'd assume anything producing both 565bhp and 343g/km of CO₂ would be. It makes light work of the Vantage's heft, but can't help with the occasionally jagged ride quality or the now overwhelming, inescapable age of the car. The odd interior creak is forgivable (it's hand-built, after all), the disobliging nature of the switchgear and patent lack of instructive LCD screens less so in a car which starts at £147,000.

The California, mounted at Magor, feels every bit a decade its junior. Mostly that's because Ferrari, having suffered its own problems with infotainment, has finally grasped the nettle and fitted a 6.5in touchscreen full of features – even including, optionally, Apple's new CarPlay system. At the business end of the M4 motorway, such toys are welcome, and together with that hard-top and armchair-style seating, it's apparent without moving an inch that this is a Ferrari fettled with →



The Vantage's ride quality is compromised by its less rigid roofless body, but the Porsche suffers no such failing



The Ferrari rides with a technologically enhanced suppleness that befits the roof-down GT element of its remit



serious range in mind. It's still, though, a hard setting to adore. To these eyes, the flagrantly prettier Vantage still has more panache and the Porsche, apparently constructed to the tolerances expected of a vacuum chamber, seems better built.

Mercifully, the steering wheel and clay-red rev counter live up to expectations; the first because it's nicer to hold than your first girlfriend's hand, and the second because its readout doesn't turn scarlet until 8000rpm. It isn't unusual in a Ferrari to feel like most of your cash – £154,490 in this case – has been spent under the bonnet and, turbochargers or not, that's the way it is in the California. Anyway you cut it, the all-new 3.9-litre engine is a remarkable lump, one part cutting-edge technological oddity, three parts old-school flat-plane-crank V8. It feels precisely as it is: a very expensive attempt to make a square peg entirely resemble a round hole. Thus it revs with agitated enthusiasm, howls through a gauze and draws breath like it were trapped in a Regency corset. Its Variable Boost Management system, a fiendishly clever software method of progressively increasing the available twist in higher gears, is best appreciated on the motorway, where the final ratio of the excellent F1 dual-clutch transmission – and all 557lb ft of torque – gives the California a super-cruise to almost rival the Vantage's big-displacement largesse.

In ride quality, it trumps the Aston Martin outright. Ferrari points to the deployment of its latest generation of magneto-rheological dampers,

but the old-fashioned truth is that the Vantage feels like a sports car compromised by the loss of its roof. The California doesn't and, in Comfort mode, it is the closest here to modulating long-frequency undulations in the manner of a grand tourer. The 911, in comparison, feels tacked down like linoleum. The bump absorption and noise suppression are phenomenal, considering, but the weightiness of its steering can make it wearing on the wrists over time. With only one hand clamped to the wheel, the Ferrari can be aimed with the floating accuracy of iron sights.

DOWN TO BUSINESS

Once at the foot of the Brecons, however, where the roads are varnished with a cruel slick of salt, fast-melting snow and grime, the advantage swings decisively back the other way. These cars have been delivered on a wildly different Pirellis – the California on wintery Sottazeros, the Vantage on summery Corsas – so a totally unbiased evaluation of handling is tricky. But it doesn't feel like a stretch to suggest that caterpillar tracks would have been required by the rear-drive contingent to keep up with the 911 west of Crickhowell.

Roof ajar, you sit in a tiny pocket of calm amid the massive squall, and continually work your neck muscles lest your head fall off. Even a 0-62mph time of 3.1sec fails to properly characterise the brutality of the car's acceleration through the low gears. Consequently, the nicest thing to probably say about it is that it still feels

very much all of a thing, which is a massive testament to the steering, brakes, adaptive chassis, dynamic mounts, diffs, clutches and traction management that keep it all kerbside. It is as much a test of nerve as skill, although the visceral, aerated reward is undeniable.

The courage demanded by the Vantage, on the other hand, verges too close to foolhardiness for most. Even in ideal conditions, the V12 is the sort of car you deliberate over unleashing. On the B4560, at dusk in February wearing track-friendly tyres, it feels vastly more prudent to tiptoe about the place. Unfortunately, the sensitive approach doesn't really suit the Aston. Its hydraulic steering feels inconsistent at modest speeds and the engine sneers at you above 2000rpm, its exhaust valves audible even over the gale greedily sucking warm air directly from the vents. It's a shame, because (much) later, on drier, Surrey-based B-roads, the model's palpable finesse returns. There its traction is negotiable rather than precarious; parleyed though the suddenly spot-on steering, amenable LSD and brontide emulator upfront.

So all credit to the California that it doesn't require extracurricular context to render a quicker pulse. Partly, of course, this is a trait of the tyres. But it also has much to do with the way the car has been set up. Regardless of the congeniality displayed elsewhere, Ferrari has clearly worked hard – with mildly stiffer springs and a lower mounted engine – to deliver a more convincing version of the seemingly highly strung, invariably



1	Porsche 911 Turbo S	2	Ferrari California T	3	Aston Martin V12 Vantage S
RATING	★★★★★	★★★★★	★★★★★		
Price	£150,857	£154,490	£147,000		
0-62mph	3.1sec	3.6sec	3.9sec		
Top speed	197mph	196mph	201mph		
Economy	29mpg (combined)	24.1mpg (combined)	19.2mpg (combined)		
CO₂ emissions	231g/km	273g/km	343g/km		
Kerb weight	1750kg	1730kg	1745kg		
Engine layout	6 cyls horizontally opposed, 3800cc, turbocharged, petrol	V8, 3855cc, turbocharged, petrol	V12, 5935cc, petrol		
Installation	Rear, longitudinal, 4WD	Front, longitudinal, RWD	Front, longitudinal, RWD		
Power	552bhp at 6500rpm	552bhp at 7500rpm	565bhp at 6750rpm		
Torque	553lb ft at 2100-4250rpm	557lb ft at 4750rpm	457lb ft at 5500rpm		
Power to weight	315bhp per tonne	319bhp per tonne	323bhp per tonne		
Specific output	145bhp per litre	143bhp per litre	95bhp per litre		
Compression ratio	9.8:1	9.4:1	11.1:1		
Gearbox	7-spd dual-clutch auto	7-spd dual-clutch auto	7-spd automated manual		
Length	4506mm	4570mm	4385mm		
Width	1880mm	1910mm	1865mm		
Height	1292mm	1322mm	1260mm		
Wheelbase	2450mm	2670mm	2600mm		
Fuel tank	68 litres	78 litres	80 litres		
Range	434 miles	412 miles	335 miles		
Boot	115 litres	240 litres	144 litres		
Front suspension	MacPherson strut, coil springs, anti-roll bar	Double wishbones, coil springs, anti-roll bar	Double wishbones, coil springs, anti-roll bar		
Rear suspension	Multi-link, coil springs, anti-roll bar	Multi-link, coil springs, anti-roll bar	Double wishbones, coil springs, anti-roll bar		
Brakes	410mm ventilated discs (f), 390mm ventilated discs (r)	390mm ventilated discs (f), 360mm ventilated discs (r)	398 mm ventilated discs (f), 360mm ventilated discs (r)		
Wheels	8.5Jx20in (f), 11Jx20in (r)	8Jx20in (f), 10Jx20in (r)	9Jx19in (f), 11Jx19in (r)		
Tyres	245/35 ZR20 (f), 305/30 ZR20 (r)	235/35 ZR20 (f), 285/35 ZR20 (r)	255/35 ZR19 (f), 295/30 ZR19 (r)		

Despite price and power similarities, each is very different



pointy dynamic that characterises its current generation of road cars.

In Wales, this works far better at seven-tenths effort than the Vantage, where its slightly flightier poise and tremendous eagerness to turn in are complemented by the superior deployment of its power – a virtue of the surprisingly nannying F1-trac system. Granted, it's not in the relentless 911's league, but the V8's peak effort comes at a heady 7500rpm nonetheless, and turbo lag is arguably even less perceptible than in the Porsche. The shortfall, only hinted at atop Brecon, is that at nine-tenths, the playful naturalism conjured

up later on by the Vantage is possibly not in the California's repertoire, its leggier body control, lighter steering and less assured front end poking through the veneer of its hitherto dainty balance.

THE FINAL RECKONING

That's fine and fitting, but it does make the podium places tricky. Truthfully, the Aston, hobbled by age and inclemency, struggled in Wales. That it shone in more conducive conditions speaks directly to both its intrinsic charisma and the now patent limitations that bookend it. Irrefutably, the Vantage chafes when not engaged

with. And if we're going to end where we started, that makes it fit primarily for a narrowband audience. Attune yourself to its frequency, though, take it from the box when all is warm and right with the world, and it dazzles like a lead-weighted Caterham. For the final 12-cylinder hurrah on nirvana's roundabout, I'd except no substitute.

Nonetheless, back in the real world, with year-round use in mind, I'd now be tempted to invest in Ferrari's rekindled West Coast vision. In the final analysis, the California isn't searingly brilliant, but with that space-age V8 and sharper handling, it feels at last like there might be real blood coursing through its metaphoric veins. Where the Vantage tantalises sporadically, it gratifies consistently, being both the most usable Ferrari I've driven and yet now, tangibly, a product of the Prancing Horse stable rather than the profitable ringer it was.

However, by the same standard with which the California trumps the Vantage, it is thoroughly trounced by the 911. 'Weapon' was the word most frequently brandished as night descended in Wales, as ferocious and true a descriptive as I can summon up here. Yes, the weather favoured it, but the next day I drove the car back to the office, and could have happily driven it straight through London, Kent, Antwerp and Dusseldorf, too. Porsche calls the Turbo its benchmark, and with no roof to take the edge off, that's precisely what it threatens to be. Fitness for purpose? The 911 is the car I'd choose, post-apocalypse, to check on the sky. It's that preposterous. **A**

SIX NATIONS ON A TANK

Do today's new diesels deserve the ire of the national press?
Steve Cropley goes on a 700-mile tour of Europe to find out

PHOTOGRAPHY STAN PAPIOR

Somewhere the other side of Antwerp, about 200 miles into our one-day European tour by Vauxhall Insignia diesel that aimed to connect six countries on a single tank of fuel, the discussion turned to Elvis Presley. Not so much The King himself but his rapacious manager, Colonel Tom Parker, who made the singer a star but swiped half his earnings in the process.

My companion in the Insignia's comfortable cloth-faced passenger's seat, master photographer and indefatigable fact-finder Stan Papior, had just discovered, with the help of Wikipedia, that Tom Parker's real name was Andreas Cornelis van Kuijk and that he was born in the Dutch city of Breda, currently located 100 miles dead ahead.

It's weird how such fragments of knowledge can colour a journey. This one lifted Breda right out of the background geography to a new level of importance. Although this journey was to involve 700 miles and more than 13 hours of driving – the time extended by the need to stop now and then for photography – we resolved to scour the town ahead for signs of Parker, aka van Kuijk, and indeed for connections with Elvis himself.

The idea for the trip emerged a few weeks earlier as a way of measuring the impressive progress of modern diesels. As is well known, UK weekend newspapers have spent the past couple of months tarring and feathering diesels as a breed for their exhaust emissions (principally particulates and oxides of nitrogen) despite the fact that the latest Euro 6

versions, being introduced now, are advanced enough to soar over the clean-air hurdles planned for a London 2020 'ultra-low-emission zone' by mayor Boris Johnson.

The Insignia seemed the perfect candidate. The mid-spec Vauxhall is a decent car whose strengths (space, benign character, easy cruising, impressive high-speed stability) and weaknesses (nothing major apart from the fact that newer Volkswagen Passat, Ford Mondeo and Mazda 6 rivals have moved things on) are well known. The car was familiar; the point of our investigation would be its new engine.

This 2.0-litre diesel is related to the previous 161bhp CDTi, but 95% of its parts are new. It is the latest of GM's Whisper family, which also embraces the 1.3 and 1.6. It sits →





The hopes (and fears) of diesel cars ride on Cropley's Insignia

UK WEEKEND NEWSPAPERS HAVE SPENT THE PAST COUPLE OF MONTHS TARRING AND FEATHERING DIESEL ENGINES

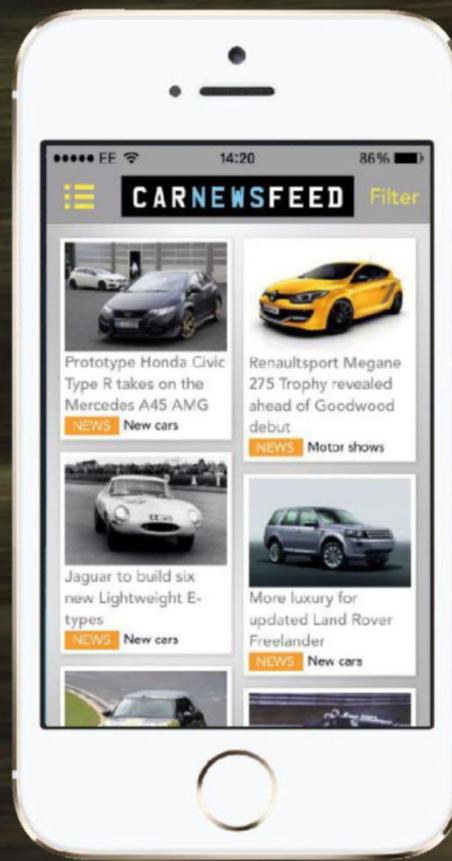
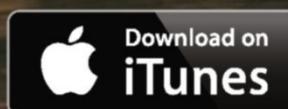


Train takes the strain in the Tunnel; now 595.4 miles to go under Ecotec diesel power



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Insignia is at home among speed limits, road signs and HGVs

WHY NOT VISIT SIX COUNTRIES IN A DAY? PRETTY SOON, WITH THE HELP OF GOOGLE, WE HAD A ROUTE TO PROVE IT COULD BE DONE

→ near the top of its class for CO₂ emissions (114g/km) and combined economy (65.7mpg), yet its power is up by 4% and torque by 14%.

That gives the big Vauxhall decent performance: a 139mph top speed and a 0-60mph sprint time of 9.0sec. More important than figures is the way it drives. It's smoother than the outgoing engine at all speeds and has a remarkable spread of torque even for a diesel, so you get strong acceleration from 1000rpm, even in the higher gears. This is an Adblue engine meaning that the Insignia carries a small tank of urea additive, replenished at service time, to help reduce NOx emissions.

We reckoned this combination of frugality and a decently sized tank (70 litres), plus our keenness to discover as much as possible about a new engine soon to be adopted in the Zafira Tourer and Cascada, made the Insignia Whisper a perfect proposition for a long day's driving in Europe. The idea soon grew. Why not visit six countries in a day? Pretty soon, with the help of Google, we had a route to prove it could be done.

Basing our calculations on a real-

world 45mpg, which seemed quite a big ask for a biggish 1600kg five-door, I arrived at a workable touring range of just under 700 miles, or a fear-free 630. Google Maps put a total of 640 miles on our proposed route, first heading from the Channel Tunnel north-west through Belgium to Holland, then south-east to touch Germany at Aachen, then due south for a mile or two into Luxembourg (the all-important sixth country) before heading west back to Calais through Belgium and France.

Given the tightness of the calculations, Papior and I decided to start our journey from the salubrious Premier Inn, Folkestone, five miles from the Tunnel entrance. Only later did we discover that the aforesaid Google included 40 miles of Channel crossings in its mileage total, so the day's driving would be a mere 600.

You've got to be unlucky these days to find a truly bad budget hotel. In exchange for £100 the Premier Inn did us a couple of comfortable rooms, dinner and breakfast, and this despite the fact that the place was stuffed with half-term kids and parents heading for Disneyland

Paris who might have been milked for more. We were up at 6am, in the car at 6.30, checked in by 6.45 and rolling through the Tunnel dead on time at 7.20 with the Vauxhall (brimmed in Folkestone) boasting a 750-mile touring range.

Papior filled the Channel crossing by stroking his cameras and coaxing the Insignia's sat-nav to accept seven waypoints that would define our journey. By 8.40am we were heading east through France to Dunkirk, before turning left towards Lille then forking north-east towards Westhoekweg, just over the Belgian border. Three countries visited already. This is easy, we thought.

At first, I was conservative with our speed, sticking to around 70mph in order to limit the aerodynamic load on the Insignia's generous frontal area. It would be a disaster not to complete the journey on one tank. However, it soon became clear you could cruise the big beast at 80mph, or a bit more on downgrades, while maintaining 50mpg-plus on the trip computer. Soon, my new objective was to show 'all the fives': 55mph speed average and 55mpg

consumption. That looked possible until two things intervened. One was the realisation that we were being assisted by a big westerly tailwind which would be our opponent when we changed direction; the other was the need to do a lot of slow-speed manoeuvring for photography.

The Vauxhall's new engine wasn't entirely silent in low-speed manoeuvres, although it did 'Whisper' along at 2100-2400rpm (80-90mph) on the motorways, delivering constant, reliable readings between 45 and 55mpg. Two things stood out: the extreme flexibility of the new engine, which feels really strong and responsive right down around 1000rpm (its predecessor was peaky for its type), and the fine co-operation between the Insignia's long wheelbase and accurate steering. It would glide for miles hardly needing any correction from the driver.

Around Ghent and Antwerp we rolled, hardly hindered by traffic and gently assisted by the wind. Gradually we turned further north until Breda hove into view. By that time we were well educated →



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997 GT3 UP » 436 BHP
BOXSTER 3.4S » 336+ BHP
CAYMAN S » 342 BHP
CAYENNE GTs » 440 BHP
CAYENNE TURBO 4.5 » 565+ BHP
CAYENNE TURBO 4.8 » 578+ BHP
CAYENNE TURBO S 4.8 » 600+ BHP
CAYENNE 4.2 D/ESL » 450+ BHP
CAYENNE DIESEL » 300+ BHP
PANAMERA TURBO » 600+ BHP
PANAMERA DIESEL » 305+ BHP

MERCEDES-BENZ

'63' 5.5 BI-TURBO ALL MODELS » 600+BHP
'500' 4.7 BI-TURBO ALL MODELS » 498+BHP
SL65 BLACK » 720+ BHP (+DE-LIMIT)
SL65 AMG » 690 BHP (+DE-LIMIT)
'55' AMG KOMPRESSOR » 580+BHP
C63 AMG » 530+BHP (+DE-LIMIT)
SL63 AMG » 560+BHP (+DE-LIMIT, RE-MAP & LOWER ABC SUSPENSION)
CL600 BI-TURBO » 580+ BHP
SLK55 AMG » 389 BHP (+DE-LIMIT)
SLK 350 » 328 BHP
220 CDi ALL MODELS » 210+ BHP
250 CDi ALL MODELS » 259+ BHP
320 CDi V6 » 274 BHP
350 CDi V6 » 312 BHP
420/450 CDi V8 » 358 BHP

BMW

M5/M6 F10 » 620+ BHP
M5 V10 » 548+ BHP (205 MPH)
X5M / X6M » 618 BHP
1M » 411+ BHP
M3 E90/92 » 445 BHP (+DE-LIMIT)
M3 E46 » 370 BHP (+DE-LIMIT)
F10 520D » 221 BHP
F10 530D » 296 BHP
F10 535D » 358 BHP
335i/135i/X6 » 370+ BHP (+DE-LIMIT)
123D » 252 BHP
330D E90 » 296+ BHP
320D E90 » 215 BHP
730D » 290+ BHP
X5 4.0D / 740D » 370 BHP
X5 3.0D » 296 BHP
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M135i Please call for more info

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FERRARI CALIFORNIA » 487 BHP
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AUDI RS6 V10 » 680+BHP +DE-LIMIT
AUDI R8 V1 » 592+BHP
AUDI RS4/R8 B7 » 439 BHP + DE-LIMIT
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AUDI S3 / GOLF R » 317+ BHP
ALL 2014 RANGE ROVERS AVAILABLE
RANGE ROVER 4.4 TDV8 » 395 BHP
R ROVER SPORT 3.0D » 305 BHP
EVOQUE 2.2 DIESEL » 240 BHP
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← about the place. It's an ancient fortified city with 180,000 souls living in its centre and bounded by a picturesque canal. Magnificent cathedral in the old town, which back in the 11th century was controlled by the Holy Roman Emperor. Lots of aristocratic owners including William of Orange, leader of the Dutch revolt in the 16th century. Occupied by French revolutionaries in 1795 and the Germans in World War 2. And most important of all, cradle of the man who made Elvis...

Disappointment: we searched but there was no sign of Tom Parker. Or Andreas Cornelis van Kuijk. While Stan snapped pictures of the Vauxhall from a canal bridge I interrogated some of Breda's honest burghers, and it became painfully clear that I knew more of this man's beginnings than they did. And the only statue we could find featured a lady in clogs and national dress, fairly far from Colonel Tom and his famous big hat. Just as our heads began to drop, we caught sight of a carnival in the city centre, complete with huge moving mannequins, truck-mounted floats, merry-go-rounds, strolling buskers and that pervading smell of chip fat I thought was purely British. The locals, however, seemed universally weary.

There was no secret about the reason: this was the last afternoon of

a five-day festival before the start of Lent, the 40-day period of austerity that ends at Easter. Suddenly we knew why everyone seemed obliging but tired: they'd been partying solidly for the past four-and-a-half days. Papior, resourceful to a fault, grabbed the opportunity to park the Vauxhall among all the colour and movement, and start snapping. Four days ago security men would have come from every point of the compass to send us away. Today they just didn't have the energy.

The trouble with good shoots is they eat time. Suddenly it was 1.30pm and we'd not yet accomplished a third of our trip. We pressed on, abandoning the pretence of economy driving. The Insignia played its part by being effortless, quick, flexible and easy to drive. We headed into Germany via Aachen at 2.15pm, having travelled 279 miles, then gave more time away by stopping for 45 minutes at the Spa circuit for pics and some communing with ghostly racing heroes.

As we headed back west through Namur, Charleroi and Mons, things started to go bad. There was a major hold-up on the Lille road because some idiot had driven the wrong way up an autoroute. The sat-nav, which we'd previously criticised for its slow reactions and weird screen colours, suddenly came into its →



Better late than never to Breda's carnival



While Papior takes his pictures Cropley makes his notes



Euro 6 emissions regs
mean the forests can
breathe a while longer



own by routing us on minor roads around the problems. How was it to know that driving as fast as possible on narrow, curved roads, almost entirely devoid of lights, would reveal the Insignia's one bad fault: its alarmingly poor standard headlights? If you buy one of these cars – no bad move if the price is right – make sure they throw in the seven-mode Adaptive Forward Lighting (AFL) lights which, for us, would have completely transformed the situation.

What with the delays, and some three-lane-into-one-lane traffic queues tightly packed with trucks as far as the eye could see, our average speed fell below 50mph for a while, and our consumption also dropped away. Just as the situation looked irrecoverable we made it to the main A1 to Calais wondering, as we came closer to the coast, why this road is always deserted.

A few miles short of the coastline

we paid our only autoroute toll for the entire trip (a matter of £7) and pitched up at the Channel Tunnel ticket office two trains later than planned, leaving France at 10.20pm (local time) and reaching Blighty at 10pm with the Insignia's trip computer showing 594.2 miles, 51.0mpg and 53.5mph.

It was a good moment for the three of us. A car that had started with a gentle 1200 miles on the clock now showed a more robust 1800, and was noticeably the better for it.

According to the Insignia's computer, the remaining range was 154 miles. Our Teddington offices outside London, to which the car had to be delivered, were only 90 miles away, so we drove on without bothering to refuel. We heard the first 'bong' of the low-fuel warning just as we arrived. It had been as long a day as you'd want but like so much of motoring, it was also absorbing and fun. **A**





Fine mile muncher but
flat out at Eau Rouge
not recommended

WE HEARD THE FIRST
'BONG' OF THE LOW-FUEL
WARNING JUST AS WE
ARRIVED IN TEDDINGTON



Insignia felt better
for its 600 miles and
Cropley its 51mpg







How crooks can steal your car without the keys



High-end cars with keyless entry can be worryingly easy prey for thieves. **John Evans** spends a day with the Metropolitan Police to see how they're fighting back



John Evans (on left) joins the police patrols working in Essex on Operation Endeavour

If you'd stolen a Range Rover and were, one Thursday this month, triumphantly driving it down the A13 from London to Tilbury Docks to stash it in a container on a ship bound for Africa, your luck was just about to run out.

Positioned on the eastbound carriageway of this busy road, on a section between Dagenham and the Dartford Crossing, was a police car fitted with an automatic numberplate recognition (ANPR) system that alerts officers to vehicles recorded as being linked to crime. Farther down the road were four marked and unmarked pursuit cars, waiting for the nod from the ANPR police car to give chase to any vehicle that the alert system flagged up.

Nearby off a slip road, waiting patiently in the teeth of a biting easterly wind blowing across the

Essex marshes, was a squad of about 30 police officers, their job to process any vehicle, and its occupants, the pursuit cars escorted in. Your reception committee, if you like, poised to read you your rights – before slapping on the cuffs.

The activity that bitterly cold Thursday afternoon was part of a week-long, region-wide operation codenamed Operation Endeavour that involved 800 police officers patrolling 20 major roads in and around London. Although the police were happy to hoover up any criminals who strayed into their net, they were particularly keen to catch those who steal 'keyless' vehicles – cars that can be unlocked automatically when they sense the owner's key fob in close proximity and that have an engine start button.

The police operation came →



◀ against the backdrop of a long-term fall in the number of vehicle thefts (from 318,000 in 2002 to 74,600 in the 12 months to September 2014) but a sharp rise in the number of cars stolen by gangs targeting keyless vehicles. For example, the Metropolitan Police says that of the 24,000 vehicles stolen in London last year, 6000 were stolen without their owners' keys, the majority of them keyless vehicles. More than 70% of such vehicles were high-value Land Rovers and BMWs but they also included Ford Fiestas and Ford Transit and Mercedes-Benz Sprinter vans.

Meanwhile, Autocar has seen confidential police reports detailing thefts of cars in London by week. It makes surprising reading. For example, during one February weekend, 17 Range Rovers were stolen across London, while in just one area, two Land Rover Defenders, one Range Rover and one Range Rover Evoque were stolen. However, criminal gangs aren't only targeting

high-value cars like these. Again, during one recent weekend, five Fiat 500 Lounge-edition models and four 11-plate Ford Galaxys were stolen, suggesting that criminals are stealing to order.

Sammy Miller, from Birmingham, knows exactly what the owners of these cars have been through. Her two-year-old Range Rover Autobiography, which would cost around £100,000 today, was stolen from her driveway in less than 30 seconds by a keyless car thief who simply opened the door, got in and drove off. She was in her house at the time but knew nothing about the theft until Tracker, a vehicle location company, rang her to ask if she knew her car was being driven.

"I looked out of the window and couldn't believe it: my car was gone," Miller said later.

When she looked at her CCTV system, she was shocked to see how easy it had been for the thief to steal her car. "He just opened it, got in and was gone in 30 seconds," she said.

The Golf wasn't stolen, but police found bundles of cash in it



HOW DO THE THIEVES DO IT?

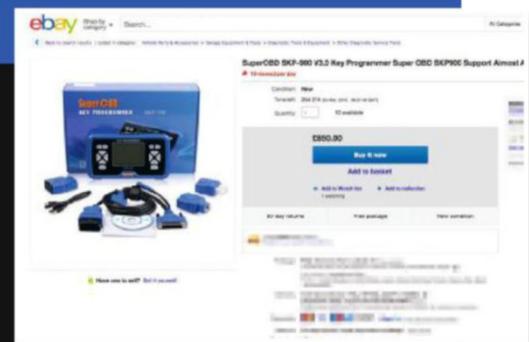
THERE ARE A variety of ways criminals can gain access to a keyless car. The messiest one involves breaking a window. More straightforward is trying the car's door handles first, since some models can remain unlocked if the owner's key fob is nearby – inside the house on a window sill, for example.

If the fob is too far away for the car's short-range security signal to communicate with it and unlock the doors, the thief can stand nearby, capture the signal on a device and transmit it to a mate with a receiver standing close to the owner a convenient distance away.

This tricks the car into believing it's close to the key fob and the doors are immediately unlocked.

Another method is to jam the signal from the owner's key fob to the car. The owner thinks he or she has locked the car and walks away, leaving the thief to sneak on board.

Whichever way they gain access, once in the car the thief plugs a hand-held 'key fob' programmer, freely and legally available on the internet, into the car's on-board diagnostics (OBD) port to record the car's vital systems data. Car makers are obliged by law to permit rival services



to access the OBD, hence the existence of such devices. Once the fob is programmed – which takes less than 15 seconds – the thief is in control of your car.



A reception committee awaits those brought in by the patrols



Cars are searched thoroughly for evidence of criminal activity



Fortunately, Tracker and the police located Miller's Range Rover less than an hour later, parked up and abandoned.

With many cars stolen in this way, the outcome for their owners is rather less fortunate. Many are shipped out of the country, to Africa or eastern Europe, as a whole vehicle.

Meanwhile, others are simply driven to so-called slaughterhouses where they are stripped down to their component parts for sale to the highest bidder. Typically, a Range Rover engine will make £1000 and a whole vehicle £10,000.

Sure enough, as the police were patrolling the bleak, bitterly cold A13 near Dagenham, another police team was cracking open a collection of suspicious-looking shipping containers at the Port of Felixstowe, 75 miles away. Inside, they found mountains of stolen car parts as well as five complete Range Rovers, some buried under mattresses and behind stolen bicycles.

Back in the 'reception' area off

the A13, news of their colleagues' success was spreading among the shivering police officers. Success here would soon warm them up and, sure enough, bang on 2pm, it came in the form of a brilliant white Range Rover shepherded in by two police cars. Its two occupants were quickly surrounded as officers, some with sniffer dogs, probed every inch of the vehicle. Eventually, the pair were led away, in handcuffs.

In truth, the car didn't look like one worth risking your freedom for, being a touch too old and 'Essex'-looking. The driver eventually returned, free of his cuffs, before casually driving it away. His mate, meanwhile, remained behind. He'd been arrested for carrying a knife.

Detective chief superintendent Carl Bussey, who led the operation, was unfazed. "The real point of this week's operation is to educate motorists about the risk of keyless theft," he said. "We'll be bringing drivers in to tell them how they can help themselves from

being victims of this growing crime."

His advice may come as a surprise to anyone who has recently purchased a £100,000 Range Rover: fit a Krooklok or similar device. It could be enough to panic and delay a thief who has come armed with a key programmer rather than a hacksaw. In addition, said Bussey, owners should consider installing a lock on the on-board diagnostics (OBD) port and a tracking device, and park their vehicle in a well-lit area.

Bussey said the force is talking to car makers about tightening vehicle security. Their representative body, the Society of Motor Manufacturers and Traders, has told Autocar that car makers are doing all they can to respond to the problem, including applying software updates and making OBD ports harder to locate.

At the reception area on the A13, the police seemed to be waiting in vain for their hot Range Rovers and Porsches. In their place, a procession, largely of tatty vans, filed in, each with their own sorry tale of casual,

opportunistic crime, such as the one stuffed full of stolen bicycles.

And then, just as we'd given up hope, in came a tasty-looking 64-plate Volkswagen Golf GTI. Police circled, dogs sniffed and investigating officers had that relaxed, confident look that comes from knowing they've got their man.

Only they hadn't, quite. The car wasn't stolen, but the dogs had found bundles of cash in it. Explain that, Mr Driver.

The A13 may not have yielded a keyless theft, but Operation Endeavour was, said the police, a huge success. Officers arrested 84 people, 16 on suspicion of vehicle theft, the rest for a range of offences including possession of offensive weapons, burglary, money laundering and driving while disqualified. In addition, they seized five Range Rovers and hundreds of vehicle parts, believed to have been from 12 BMWs stolen from London.

That long, cold wait by the A13 had been worth it after all. □

Infiniti Q70

Britain's least-known mid-sized exec gets new fleet credentials

MODEL TESTED 2.2d Premium Tech

- Power 168bhp
- Torque 295lb ft
- 0-60mph 9.6sec
- 30-70mph in fourth 11.7sec
- Fuel economy 39.0mpg
- CO₂ emissions 129g/km
- 70-0mph 54.0m

WE LIKE Elegant exterior design ■ Generous equipment level ■ Broadly competitive on CO₂



PHOTOGRAPHY LUC LACEY

● Any car maker without a jazzy name for its corporate grille can count itself uncommonly plain-speaking these days. Infiniti's is the 'Double Arch'. And the Q70's uses waved mesh where the M-series had horizontal chrome bars.

● New front valance moulding has larger air ducting and more ornate decoration than the previous one. It's supposed to give the Q70 a more dignified look than its predecessor.

● These 10-spoke, 18in rims come with Premium and Premium Tech. On Sport and Sport Tech, you get 20in wheels.

● Eyebrow-like styling crease running from the headlights over the bonnet is unusually expressive for a straight-laced executive saloon. It can be traced backwards through the bodyside to the tail-lights.

The hard yards stretch on for Japanese luxury brand Infiniti. The Society of Motor Manufacturers and Traders' registration statistics for 2014 contained one reason to be cheerful for the marque: a full year of sales of the Q50 compact executive saloon inflated its UK volume to almost double what it was the year before.

That would have looked like huge success for a lot of premium players. Unfortunately for this one, it still meant registering fewer than 800 cars in the UK – barely any more for the whole year than close competitor

Lexus managed in the sleepy month of December alone.

The story is little more positive when told in Continental terms. Despite investing big in the past five years to establish itself as a European player of note, Infiniti's 2014 volume within the EU was still considered insignificant enough that the ACEA, Europe's association of car makers, didn't bother listing it in its annual statistical press release. Although Infiniti is reasonably well established in other parts of the world, in Europe it's probably best known as the brand that has been



Infiniti M30d had a 3.0 V6 diesel engine

plastered all over Red Bull Racing's Formula 1 cars for the past three years. Some people will know that the brand belongs on the grille of a car, rather than on a wristwatch or mobile phone, but that won't be because

they see one frequently on the road.

It must be a worrying context into which to launch not one but two all-new British-built cars in 2015. But at least the Q30 hatchback and QX30 crossover are in growth segments.

Until they arrive, though, Infiniti is looking to an unlikely source for sales progression: the Q70 middleweight executive saloon, which has been given a price slash, a styling refresh, a new diesel engine and a different name. But will any of the above turn the car into a markedly better BMW 5 Series rival than the Infiniti M30d was four years ago?

DESIGN AND ENGINEERING



The Infiniti M became the Q70 in the spring of last year and received a subtle facelift to match its new identity. But only now has Infiniti reappraised its prices and substituted the slow-selling 3.0-litre diesel version for this more fuel-efficient four-cylinder diesel, which uses the same 168bhp 2.1-litre Daimler engine that you'll find in the Q50.

The four-pot diesel repositions ➤

WE DON'T LIKE Coarse, unenthusiastic engine ■ Muddled ride and handling compromise ■ Meagre boot



● Chrome trim has been added to the lower part of the bootlid but is otherwise used sparingly. We like the unusual way that it's applied to hide the welds on the roof.



● Headlights and these tail-lights are lit entirely by LEDs, and the lighting signature at the rear makes them appear all the more different after dark. Also, a name with a '7' gives this car an instant air of superiority over rivals with a '5' or '6' in theirs. The QX70 is what they used to call the FX sports SUV.



● One of only a few sheetmetal changes compared with the earlier M-series is a reprofiled the bootlid, which is flatter and more discreet on the Q70. A spoiler is offered as a dealer-fit accessory.



● Drive mode selector is pretty redundant on Premium cars. Sport trim gives you Sport and Eco as well as Normal or Snow.



● Teardrop-shaped chrome settings for the interior door handles are a rich and attractive addition to the cabin. Not all of the fittings look so good, though.



● Ordinary analogue clocks, where there might otherwise be versatile colour displays, are beginning to date on big, luxury cars.



MULTIMEDIA SYSTEM

The 8.0in WVGA (wide video graphics array) touchscreen multimedia system looks a little off the pace for a large saloon that supposedly majors on technological sophistication.

Rivals use larger, clearer LCD displays that, in some cases, disappear into the dashboard when not required. The Q70's is a more dominant, permanent fixture atop the centre stack, a bit like a Royal Navy sonar operator's workstation screen. It can be used as a touchscreen or controlled via a rotary knob and a wide array of shortcut buttons that

would be better placed on the centre console instead of at shoulder height.

The 30GB hard-drive-based navigation system gives you access to TMC traffic updates, Michelin Guide tourism information and handy 3D point-of-interest icons. It's voice programmable and the recognition software works fairly well. Online functionality is notable by its absence, though.

The 16-speaker Bose stereo sounds strong, but it doesn't reproduce very high and very low frequencies with the power and definition of some rivals.

the Q70 in the heart of the mid-sized executive class, making it much more competitive on price and CO₂ emissions with the biggest-selling versions of its German rivals. Emitting less than 130g/km of CO₂ and now available, quite well equipped, for less than £33k, the Q70 suddenly looks like a justifiable prospect for the company car drivers who make up the overwhelming majority of the class's clientele.

The Q70's 2015-model-year facelift brought about an exterior redesign that's more noticeable on Sport versions than our Premium Tech test car. Nevertheless, the keen-eyed will have clocked new LED headlights and tail-lights, new front and rear bumper designs, a new 'wave mesh' radiator grille and a smattering of extra chrome, none of which appeared on the old M30d. This is an elegant-looking car, partly thanks to its generous overall length. Distinctive compared with the straight-laced German norm, it's certainly a charmer.

Under the skin, besides accommodating the new diesel engine, Infiniti's engineers have better sealed the cabin, retuned

the suspension for better rolling comfort and fitted new alloy wheels for a quieter ride.

Customers who don't want the new Daimler diesel option are offered as an alternative Infiniti's petrol-electric Sport Hybrid, which partners a 298bhp 3.5-litre V6 petrol engine with a 67bhp electric motor. Emitting 145g/km, it qualifies for company car tax only 1% higher than the diesel. Then there's the range-topping 316bhp 3.7-litre V6 petrol, which gets sports suspension and four-wheel steering. Other markets than ours are also offered four-wheel drive and long-wheelbase versions.

INTERIOR



Time has been harsher on the cabin of the Q70 than it has been on its swooping exterior, and the best mid-sized executive saloons now set the bar high for interior quality. Four years ago, Infiniti might have just got away with the use of words like 'meticulous', 'inviting' and 'intuitive' in its description of the M30d's various appointments and systems. →

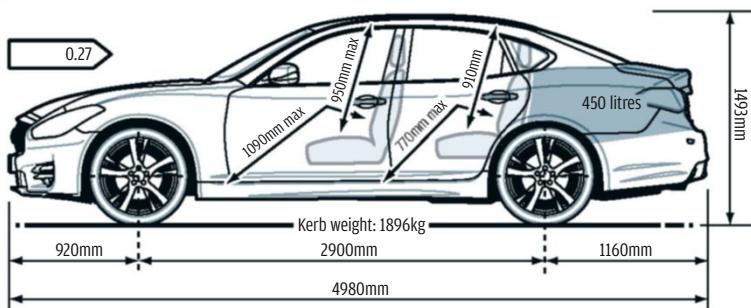


● High centre console and swollen centre stack make the driving position feel intimate, but there's plenty of room for both occupants in the front.



● Knee room is generous by the standards of this class and head room is very respectable. The leathers employed here look and feel pleasant.

HOW BIG IS IT?



VISIBILITY TEST

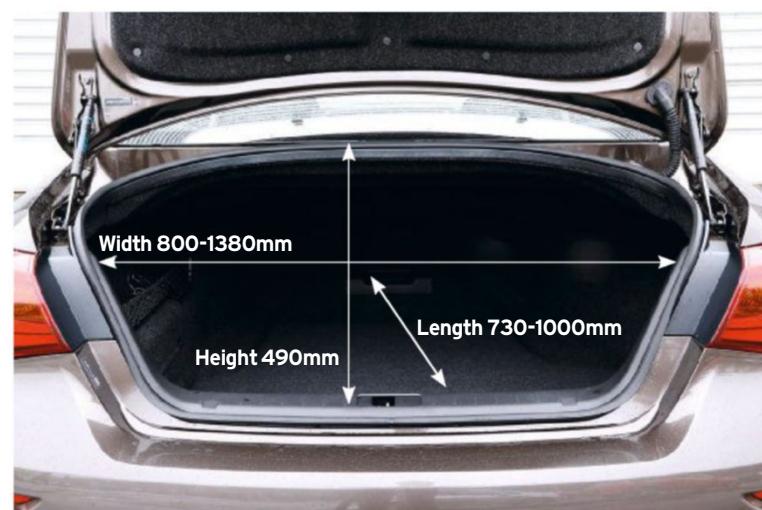
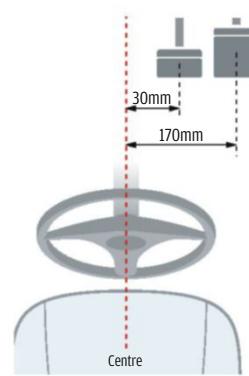
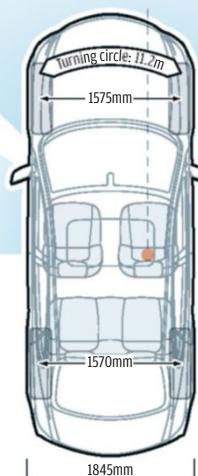
View forwards and backwards is pretty typical. Over-shoulder view is impeded by the large B-pillar.

HEADLIGHTS

LED units are fairly strong on both dipped and main beam. Adaptive main beam is not as clever as some.

WHEEL AND PEDAL ALIGNMENT

Right-sided offset is as it should be and isn't pronounced enough to cause most drivers any leg ache. Column adjustment is limited, but it's acceptable.



● Not good news here. The boot is about 20% too small and suffers from intrusions on several sides. The backs of the rear seats don't fold, either.

But the current versions of the Audi A6, BMW 5 Series and Lexus GS have made the market accustomed to higher standards of perceived quality, apparent technological sophistication and systems usability.

Even so, the Q70 remains a spacious saloon for both driver and passengers, with some pleasingly rich and attractive features. The driver's seat is comfortable and the primary controls well located. Although they're busy with switchgear, the high centre console and raised 'waterfall' centre stack seem to stretch out towards you to put the multimedia and air conditioning controls within easy reach.

Although the glossy, faux-looking wood veneers of our test car didn't meet with the universal approval of our testers, the use of satin chrome around the centre console and door handles did attract consistent praise – as did the tactility of the Q70's

leathers. But there's no mistaking how dated key parts of this interior appear. The instruments, trip computer and multimedia system in particular cry out for renewal.

Even larger adults are given plenty of room in the back seats of the Q70, where there is generous head room and more knee room than in a 5 Series or an A6. But there's a large and unpalatable compromise to be paid farther back, with a smaller boot than that provided by any of the Q70's competitors. What boot space there is suffers from considerable suspension and wheel arch intrusion and, worse still, there's no option to flop the rear seatbacks down to accommodate longer loads.

The upshot is that the Q70 would be a much less usable saloon than its competition – less usable, even, than many saloons from a couple of classes farther down the market segmentation pecking order.

PERFORMANCE



Having switched from a six-cylinder diesel to a four and been downgraded by almost 30 per cent on both power and torque, it was inevitable that the Q70 would feel somewhat impoverished here. The car's saving grace may yet prove to have been the unpopularity of the M30d, because the new blood buying the Q70 for its fleet viability probably won't have known what the old M-series offered, so they won't miss it. But whether you're inclined to judge this car against its immediate predecessor or its immediate rivals, our performance numbers betray it as not only sluggish but also only average for fuel economy.

Even if you mitigate the car's leisurely step-off by winding up

the torque converter, the Q70 takes 9.6sec to pass 60mph from standing. The most recent BMW 520d we figured took 7.8sec and a 2.2-litre turbodiesel Jaguar XF will also dip under eight seconds, both fitted with an automatic gearbox. The chilly conditions of our test day can have made little difference to the Q70's performance, because it barely has enough power to make wheelspin a factor. And although our True MPG real-world fuel economy testers have recently seen almost 49mpg from the most frugal versions of the A6 and Mercedes-Benz E-Class on a like-for-like combined cycle test, the Q70 returned only 39.0mpg.

In day-to-day use, the Q70 may not feel as disappointing as those objective numbers may imply, but it fails to do much that gives it the distinguishing aura of a true premium product. Although reasonably quiet at low revs, that

TRACK NOTES

You don't need to lean on the Q70 very hard to realise that, in as-tested specification at least, it's not much of a sports saloon. The car's soft but also relatively short springs and fairly firm roll bars allow it to roll only so far, but the car's rate of roll – the speed at which it lolls from one lateral extreme to the other through fast direction changes – is quite high.

Hit a mid-corner bump on the loaded side of the car and you'll feel it not only make the harder-working wheels part company with the road but also thump through to disturb the rim of the steering wheel. The body can take a while to settle after a crest or compression, because it takes a few strokes of the suspension for the dampers to do their work.

Also, when big directional inputs are needed at the same time as sudden loads act on the front wheels, the electrically assisted steering evidently runs short of power, and the weight of the rim can fluctuate drastically.

● Brake late for T5 and, as the mass loads up on the front wheels and steering input comes in, the steering struggles to maintain control weight.

● Steep climb up T6 is best tackled in third gear. The engine isn't flexible enough to accelerate at high revs in second, but it's torquey enough to pull a longer ratio at lower revs.

● Balance is good in T2, largely because the car rolls hard on its outside rear wheel and frees up some throttle adjustability.

● Bumps on the outside of the ascent to T1 thump through the dampers and into the cabin and claw at the steering.

● T1 is a tight corner, so the car's tendency to roll hard on its outside rear wheel is a welcome relief.

● T2 is a long, sweeping corner, so the car's tendency to roll hard on its outside rear wheel is a welcome relief.

● T3 is a tight corner, so the car's tendency to roll hard on its outside rear wheel is a welcome relief.

● T4 is a tight corner, so the car's tendency to roll hard on its outside rear wheel is a welcome relief.

● T5 is a tight corner, so the car's tendency to roll hard on its outside rear wheel is a welcome relief.

● T6 is a tight corner, so the car's tendency to roll hard on its outside rear wheel is a welcome relief.

● T7 is a tight corner, so the car's tendency to roll hard on its outside rear wheel is a welcome relief.

● T8 is a tight corner, so the car's tendency to roll hard on its outside rear wheel is a welcome relief.

● T9 is a tight corner, so the car's tendency to roll hard on its outside rear wheel is a welcome relief.

● T10 is a tight corner, so the car's tendency to roll hard on its outside rear wheel is a welcome relief.

● T11 is a tight corner, so the car's tendency to roll hard on its outside rear wheel is a welcome relief.

● T12 is a tight corner, so the car's tendency to roll hard on its outside rear wheel is a welcome relief.

FINISH

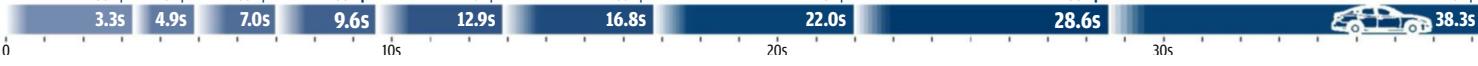
START

ACCELERATION

4deg C, damp (Q70), 22deg C, dry (XF)

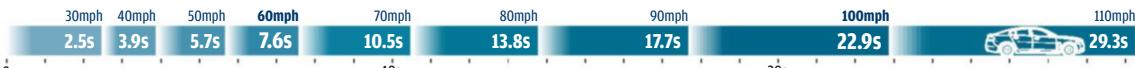
Infiniti Q70 2.2d Premium Tech

Standing quarter mile 17.3sec at 81.0mph, standing km 31.6sec at 103.8mph, 30-70mph 9.6sec, 30-70mph in fourth 11.7sec



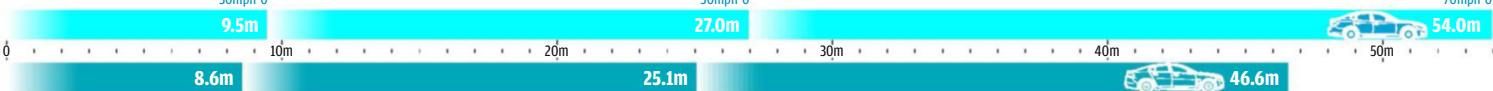
Jaguar XF 2.2d 200 (2011)

Standing quarter mile 16.2sec at 86.1mph, standing km 29.7sec at 110.3mph, 30-70mph 8.0sec, 30-70mph in fourth na



BRAKING

60-0mph: 3.27sec





In this specification, neither its ride nor its handling is able to shine



Although cornering balance is quite well judged, lateral grip levels are easily breached

Daimler diesel sounds and feels coarse both on start-up and when working hard. Infiniti claims to have Active Noise Control at work in the cabin, cancelling the harshest frequencies of that motor through the car's audio speakers. If that's true, you wouldn't know it once the crank is spinning beyond 3000rpm, when the engine becomes abrasive as well as increasingly breathless. And although the seven-speed transmission shifts smoothly enough in laid-back mode, it won't be hurried to kick down, or by selecting a lower ratio using manual mode.

The car is reasonably well isolated from wind noise at motorway speeds, but only averagely so from road noise intrusion. Stopping distance is typical for a car of its size, considering the prevailing test conditions.

RIDE AND HANDLING



In the Premium Tech specification of our test car, the Q70 is unlikely to be at the height of its dynamic powers. A handling compromise just on the sporting side of normal, and prioritising a certain straightforward

cornering poise and honesty of control feedback, is what we've come to expect from Infiniti at its best.

Not that we got that from the Q50 last year. It remains to be seen if the Q70 delivers it in optimal specification, but in this apparently softened state of being, the car offers neither truly convincing ride comfort and ease of operation nor much in the way of sporting dynamism.

Its gait feels soft, compliant and necessarily gently damped at first, the body loping along convivially over an unchallenging surface – but plenty of weight characterises the steering and there is above-average directness, too. A more conventional big limousine with an agenda for comfort would have lighter, slower steering, but moreover it would filter out more of the bump steer and surface interference that you feel from the front contact patches. So the Q70's steering feel, while welcome to an interested driver, is perhaps a bit miscalculated.

Stretch the car to an enthusiastic pace and its body control becomes quite loose, allowing more in the way of vertical movement than roll, admittedly, but also a little too much suspension crash into the cabin – no

doubt as a result of the eased-off damper settings.

Although softly sprung, the chassis has insufficient wheel travel to make its absorptiveness tell, and it seems to run into its bump-stops fairly abruptly at times. And although cornering balance is quite well judged, lateral grip levels are easily breached. Directional precision falls away quite suddenly beyond a certain effort level and, under duress, the power steering's assistance levels can fluctuate widely, making the car tricky to guide on the limit.

The general imprecision characterising the handling is also evident in a lack of centre feel from the power steering at motorway speeds. Here, the Q70 can attempt to compensate with corrections from its lane-keeping assist system, but you quickly realise that it's a poor substitute for a car that's inherently stable and easy to drive at high speeds.

BUYING AND OWNING



Some credit is due to Infiniti for finally arming its 5 Series rival

with an engine that, although disappointing in practice, may at least earn it a place on some company car lists. In entry-level guise, the Q70 is marginally more expensive than the bottom-rung BMWs, Audis and Lexuses that it seeks to supplant, and it is unlikely to be fancied by the bodies who set residual value forecasts, so don't expect contract hire rates to be cheap.

However, you get plenty of equipment, even on the cheapest Premium-spec car: an automatic transmission, automatic lights and wipers, cruise control, 18in wheels, LED headlights and tail-lights, keyless entry, a reversing camera, satellite navigation, dual-zone climate control and heated and ventilated leather seats. An A6 S line with the same level of equipment is a £39k buy.

Infiniti's safety showing is also quite commendable. The car has never been crash tested by Euro NCAP, but the mid-spec Premium Tech version comes packed with active safety equipment such as blindspot warning, lane departure warning, forward collision mitigation and moving object detection at parking speeds. →

INFINITI Q70 2.2D PREMIUM TECH

On-the-road price	£36,750
Price as tested	£38,380
Value after 3yrs/36k miles	na
Contract hire pcm	na
Cost per mile	na
Insurance/typical quote	36E/£924

EQUIPMENT CHECKLIST

Automatic engine stop-start	■
18in alloy wheels	■
Dynamic Safety Shield Pack (inc intelligent cruise control, blindspot warning, forward collision warning, lane departure warning)	■
Front, side and curtain airbags	■
Heated door mirrors	■
LED auto-level headlights	■
Around View Monitor Pack with corner parking sensors, moving object detect	■
Touchscreen multimedia system with 30GB HDD nav, Bose surround audio, 16 speakers, voice recognition	■
Dual-zone air conditioning	■
Heated and ventilated front seats	■
Heated steering wheel	■
Metallic paint	£680
Sunroof	£950
Options in bold fitted to test car	
■ = Standard na = not available	

RANGE AT A GLANCE

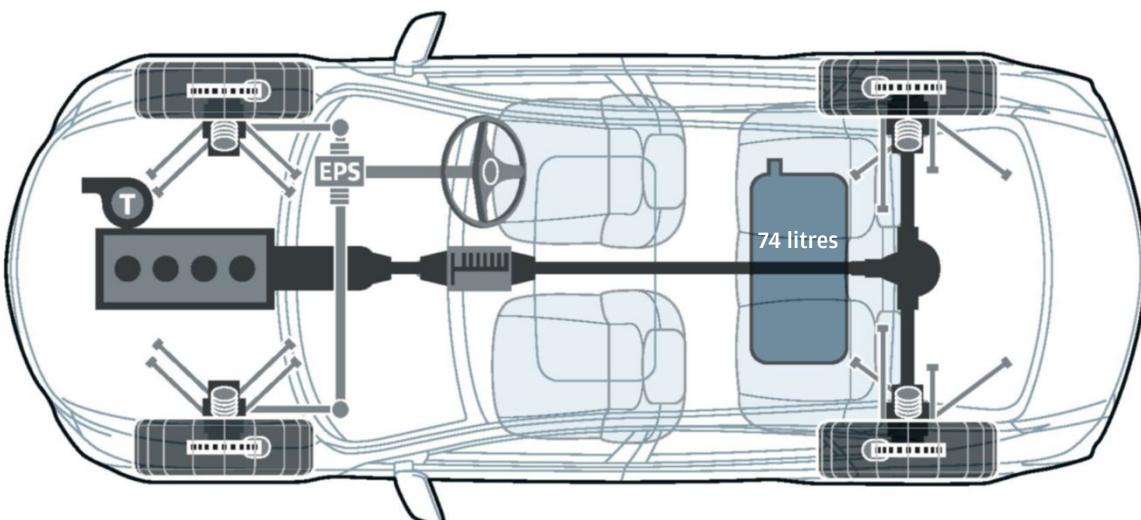
ENGINES	POWER	FROM
2.2d Premium	168bhp	£32,650
3.5 Hybrid	359bhp	£42,500
3.7 Sport Tech	316bhp	£44,100

TRANSMISSIONS

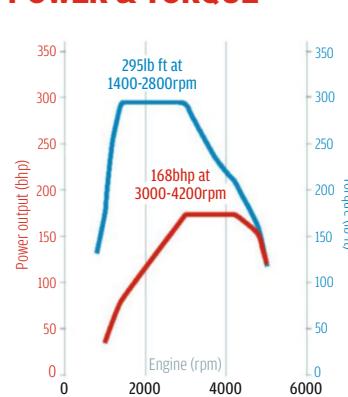
7-spd automatic	■
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TECHNICAL LAYOUT

All-steel Q70 is built on Nissan's 'FM Enhanced' platform, with a front-mid engine location for optimal weight distribution. Double wishbone front suspension is partnered with multi-links at the rear, with 'dual flow path' dampers all round. Active four-wheel steering is standard on the range-topping 3.7-litre V6 petrol model only.

**ENGINE**

Installation	Front, longitudinal, rear-wheel drive
Type	4 cyls in line, 2143cc, turbodiesel
Made of	Iron block, aluminium head
Bore/stroke	83.0mm/99.0mm
Compression ratio	16.2:1
Valve gear	4 per cyl
Power	168bhp at 3200-4200rpm
Torque	295lb ft at 1600-2800rpm
Red line	4600rpm
Power to weight	89bhp per tonne
Torque to weight	156lb ft per tonne
Specific output	78bhp per litre

POWER & TORQUE**CHASSIS & BODY**

Construction	Steel monocoque
Weight/as tested	1896kg/na
Drag coefficient	0.27
Wheels	8Jx18in
Tyres	245/50 R18 100W, Dunlop SP Sport Maxx TT
Spare	Spacesaver

TRANSMISSION

Type	7-spd automatic
Ratios/mph per 1000rpm	
1st	4.38
2nd	2.86
3rd	1.92
4th	1.37
5th	1.00
6th	0.82
7th	0.73
Final drive ratio	40.8

ECONOMY

TEST (TRUE MPG)	Urban	32.7mpg
CLAIMED	Extra-urban	45.3mpg
	Average	39.0mpg
	Urban	47.9mpg
	Extra-urban	64.2mpg
	Combined	57.6mpg
	Tank size	74 litres
	Test range	635 miles

SUSPENSION

Front Double wishbones, coil springs, anti-roll bar
Rear Multi-link, coil springs, anti-roll bar

STEERING

Type Electrically assisted rack and pinion
Turns lock to lock 2.8
Turning circle 11.2m

BRAKES

Front 320mm ventilated discs
Rear 308mm ventilated discs
Anti-lock Standard with EBD and brake assist

CABIN NOISE

Idle 48dB **Max revs in 3rd gear** 68dB
30mph 57dB **50mph** 62dB **70mph** 65dB

ACCELERATION

MPH	TIME (sec)
0-30	3.3
0-40	4.9
0-50	7.0
0-60	9.6
0-70	12.9
0-80	16.8
0-90	22.0
0-100	28.6
0-110	38.3
0-120	-
0-130	-
0-140	-
0-150	-
0-160	-

ACCELERATION IN GEAR

MPH	2nd	3rd	4th	5th	6th	7th
20-40	2.8	4.6	-	-	-	-
30-50	-	3.9	5.9	12.0	-	-
40-60	-	4.5	5.6	8.6	14.3	-
50-70	-	6.1	5.9	8.4	11.4	15.8
60-80	-	-	7.0	8.9	11.8	14.5
70-90	-	-	8.7	9.7	13.1	16.2
80-100	-	-	-	11.6	-	-
90-110	-	-	-	-	-	-
100-120	-	-	-	-	-	-
110-130	-	-	-	-	-	-
120-140	-	-	-	-	-	-
130-150	-	-	-	-	-	-
140-160	-	-	-	-	-	-

MAX SPEEDS IN GEAR

- 1 **31mph** 4600rpm
- 2 **48mph** 4600rpm
- 3 **71mph** 4600rpm
- 4 **100mph** 4600rpm
- 5 **137mph** 4599rpm
- 6 **137mph** 3771rpm
- 7 **137mph*** 3357rpm

* claimed

RPM in 7th @ 70/80mph = 1715/1960



AUTOCAR ROAD TEST
Read all of our road tests autocar.co.uk

THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2015, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the Q70, contact Infiniti Quality Centre, 250 Gunnersbury Avenue, London W4 5QB (0207 048 3700, infiniti.co.uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon. Quote from Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

Infiniti Q70 2.2d

AUTOCAR VERDICT ★★★★☆

Better on paper than in the real world, where it is unconvincing



Great minds often claim that getting to the top isn't as tough as staying there. These people have, by and large, forgotten how hard the ascent was. More to the point, they don't know the car business. This is an industry where sales volume equals budget and, more often than not, budget delivers formidable contenders. And that makes life that much harder for brands like Infiniti and cars like the Q70.

But this car's shortcomings can't all be excused, even by those who understand its maker's plight. It rides and handles like a car that's slightly misconceived as well as undernourished, its performance lacks any kind of lustre and its interior isn't up to date or sufficiently versatile. Although the Q70 may finally have the powertrain to appear on your company car list, the upshot is that it still doesn't have the integrity or breadth of ability to seal the deal.

No 5205

TESTERS' NOTES



MATT SAUNDERS

A mix of very similar material finishes often looks slapdash. Not here. Satin chrome dominates, with high gloss used only on the major control knobs and starter button, as if to draw your eye – followed by your finger. Clever.



NIC CACKETT

I'm a sucker for Infiniti's flowing, wavy design language, and it works better on a five-metre saloon than anywhere else. The Q70 looks less fussy than the Q50.

SPEC ADVICE

Sport-spec cars have an extra transmission mode that, we'd hope, makes an improvement to the driving experience. Hybrid has the better dampers, much better performance and creditable urban fuel economy, so don't rule it out.

JOBS FOR THE FACELIFT

- Finish the dynamic development. Chassis and steering need work.
- Make its rear seats fold.
- Update the instruments, multimedia and control regime.

AUTOCAR
ROAD TEST
TOP 5

MAKE	BMW	JAGUAR	MERCEDES-BENZ	AUDI	LEXUS
Model	520d Luxury auto	XF 2.2d 200 R-Sport	E220 Bluetec SE Premium auto	A6 2.0 TDI Ultra S line S tronic	GS300h Luxury
Price	£36,715	£36,250	£36,965	£35,935	£37,495
Power	187bhp at 4000rpm	197bhp at 3500rpm	174bhp at 3200rpm	187bhp at 3800rpm	220bhp
Torque	295lb ft at 1750rpm	332lb ft at 2000rpm	295lb ft at 1400rpm	295lb ft at 1750rpm	163lb ft
0-60mph	7.8sec	8.5sec (claimed, to 62mph)	8.4sec (claimed, to 62mph)	8.2sec (claimed, to 62mph)	9.2sec (claimed, to 62mph)
Top speed (claimed)	147mph	140mph	143mph	144mph	118mph
Fuel economy (combined)	65.7mpg	54.3mpg	64.2mpg	67.3mpg	57.6mpg
Kerb weight (claimed)	1695kg	1735kg	1735kg	1660kg	1735kg
CO ₂ /tax band	114g/km, 20%	139g/km, 25%	116g/km, 21%	110g/km, 20%	113g/km, 17%
A strong act made even stronger by last year's facelift. A bit spec sensitive but great all the same.					
★★★★★					
Slightly sweeter and more natural in its handling than the BMW; not quite as well rounded.					
★★★★★					
Gentle riding, church-door solid and newly good-looking. Flat engine still its Achilles heel.					
★★★★★					
A spectacular cabin, a smart look and a very commendable powertrain. Unengaging to drive.					
★★★★★					
Hybrid drive gives with one hand but takes with the other. Impeccably well constructed.					
★★★★★					

Verdicts on every new car, p70

★★★★★

YOUR VIEWS

Write to Autocar
autocar@haymarket.com

LETTER OF THE WEEK

Don't look back

Like Jim Holder, I, too, was "salivating at the prospect of the Porsche Cayman GT4" (Leader, 4 February). That is until I read that it was to be fitted with a manual gearbox only. I applauded Porsche for introducing the GT3 with PDK dual-clutch transmission only. Now the company is going back to the Dark Ages. Shame on Porsche. It's like that song by Jethro Tull called 'Living in the Past'.

Manual gearboxes are all obsolete. The new automatics of whatever description are generally more efficient, both in terms of performance and economy, than their dated manual alternatives, and if more people chose them instead of sticking their heads in the sand, they would be a lot cheaper, too, due to economies of scale.

Andy Armstrong
via email

STILL LIFE

The current range of motor vehicles caters for just about every need, yet week after week we read of new models that have a higher top speed, greater acceleration, greater cornering power, more comfort, and even more bells and whistles. Better, always better.

It suddenly occurred to me to wonder whether, apart from upsetting development departments and motoring journalists, it would really matter, in the great scheme of things, if the design and development of new models were to be frozen for the foreseeable future.

Peter Taylor
via email

There would be a gaggle of designers crying into their cappuccinos – MB

BACK TO FRONT

The incident with your Toyota GT86's numberplate was remarkable. It was

clearly the yellow, rear plate that was bent. The car wash must have ripped it off the back, carried it forwards and put it in place of the front plate before putting the front on the back. Or is there some more mundane explanation?

John Gaskin
Driffield
There is a mundane explanation, John. The glow of street lights made the bent plate look yellow in our picture – MB

I DON'T APPROVE

So Caterham has launched an approved car scheme. Whatever for? Caterham owners aren't a standard breed. I suspect, much like me, most buyers are petrolheads, a little bit mad, know a thing or two, and have some passion for what they are buying.

I struggle to see how anyone making an 81-point inspection can add value to what I buy. Would I trust them enough to



WIN

Letter of the week wins a ValetPRO exterior protection and maintenance kit worth £58.95

Valet PRO
PROFESSIONAL VALETING SUPPLIES

would prefer a more gentle introduction into sports car ownership – MB

MG WHIZZ

I was very disappointed to read Andrew Sloan's downbeat views on the wonderful little MG F (Your Views, 11 February). My wife's MG gets on very well with my Porsche 911 S – and both cars are a hoot to drive. Love 'em both to bits.

Martin Hudson
Kemsing, Kent

F FOR FANTASTIC

Let's get one thing straight: the MG F had a great engine. Otherwise, why would the likes of Lotus and Caterham have used it (successfully, I might add) for so long?

I owned a 1999 VVC variant for more than four years and, in all that time, the only things to go wrong were a worn-out alternator and a fuel injector. It went like



GT68 is now hand wash only, gentle spin

not want to do the same myself anyway? Can they see something I can't? Probably not on both counts.

I'd much rather save the 10% premium I'd have to spend to buy a Caterham-approved car and instead get a clean, straight, dry-sumped HPC privately from an owner I can chat to face to face.

Trevor Chesterton
Market Harborough
Trevor, there are those who aren't so admirably hands-on as yourself and

Does a Caterham-approved used car appeal to you?



AUTOCAR What you're saying on autocar.co.uk

Facelifted DS5 drops the Citroën badge

Is Citroën going to revise the suspension and give the DS5 ride quality befitting a big French car, rather than an Audi?

Frightmare Bob

If they offered a big, elegant fastback/hatchback that didn't look like an MPV and gave it hydropneumatic suspension, I'd be interested.

sirwigggum



The DS line-up looks particularly weak at present. Not really the time to launch it as a stand-alone brand.

jonfortwo

As a very happy owner of a current DS5, I see the modified grille as ghastly and the DS badge overdone.

Elendil

NEXT WEEK

Inside the magazine – on sale 4 March

FIRST DRIVE



Mercedes-AMG C63 Super-Saloon gets AMG twin-turbo V8. We find out if it is any good



ROAD TEST

Smart Fortwo

New nippy two-seater gets a going-over from our experts



COMPARISON

Rapid wagons on test

Ford Focus ST estate takes on Peugeot 308 SW, Seat Leon ST

FIRST DRIVE



Ford EcoSport Unloved crossover has been tweaked. Has Ford made it any better?



Don't knock the entertaining MG F, say Martin and Rob

stink and went around corners and bends in a manner that the Mazda MX-5 could only dream of.

For the record, I've been working on cars for 48 years and counting. I've am currently driving an MG ZT160, a Triumph TR6 and a Rover Tomcat. Guess what? They've all got British engines and are no bother if they're maintained regularly and correctly, as with most vehicles.

Exactly for how long has Mr Sloan owned and driven an MG F?

Rob Squire
via email

CECIL DID IT FIRST

I read Clive Redfern's letter (Your Views, 11 February) citing 'Grace, space, pace' as one of Jaguar's great slogans.

I would not disagree with that, but I do take issue with the suggestion, which I keep seeing repeated, that the

inspiration behind this snappy phrase was Sir William Lyons. Even Jaguar itself seems to believe this, but I am afraid that it isn't true.

In 1937, the great Cecil Kimber came up with a slogan for MG's largest saloon car, the elegantly styled SA – a contemporary of Bill Lyons' Standard-engined SS. Kimber's slogan was 'For Grace, For Space, For Pace' and by the time that Lyons began using his remarkably similar slogan, Kimber was dead, having died in a freak train accident in 1941.

How do I know this? Why, of course, there were advertisements in a popular weekly motoring magazine on sale in 1937. You may have heard of it. It was called 'The Autocar'...

David Knowles
via email

FOUR PLAY

I read with great enjoyment that, at last, Ford is going to sell the Focus as four-wheel drive (News, 11 February). I rallied a Cortina Mk1 and Escort RS1600 but have never bought a Ford since then because I was rubbish at driving front-wheel drive. I switched my allegiance to BMW, which I still love. When I get my large lottery win, I will be buying a BMW M4 and a four-wheel-drive Focus.

Mike Mace
Isle of Skye



New Ford Focus RS will be all-wheel drive

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OUR CARS

A week in the life of Autocar's fleet

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AUDI

A6 AVANT



AUDI

TT



BMW

i3



BMW

X5



CATERHAM

SEVEN 160



CITROËN

C4 CACTUS



Steve Sutcliffe

Barnaby Jones

Stan Papior

Allan Muir

Andrew Frankel

Colin Goodwin

Lewis Kingston



Renault Twingo

FIRST REPORT The third-generation Twingo city car packs a lot of innovation into a little space, but how does it measure up in the real world? We're about to find out

The third-generation Twingo is something of a departure from that which has gone before it. Generations one (which never made it officially to the UK) and two were both monobox designs with three doors. The styling of the latest Twingo – the newest addition to our long-term fleet – has more in common with the old Renault 5, and it has now grown into a city car-size five-door hatchback.

Like the original incarnation, this third-generation Twingo stands out from the rest of the class thanks to its bold styling and colour options, and our long-terminer is a great example of this. It's certainly no wallflower; the Inca Yellow paint turns heads on suburban streets and the decals on the sides, white exterior pack and snub-nosed shape help it to stand out even more.

Inside, things are slightly more subtle. Our car comes with an optional leather steering wheel and white touches that lift what could otherwise be a rather sombre dashboard.

The interior is also a move away from those of the previous Twinos. The digital central speedometer has gone and is replaced by a traditionally located analogue dial with a digital sub-display inside it, while the centre of the dashboard looks like those in most other cars until you attach the smartphone holder that juts out of it.

Do so and you can then connect a smartphone to the car using an app that includes audio playback, Bluetooth hands-free phone calls, a trip computer, a rev counter and sat-nav. I'm looking forward to seeing how it works. It seems like a clever move by Renault and is

Fears of the rear-engined Twingo's boot being so small that it would be almost unusable have proven to be unfounded

standard on our Play-spec Twingo, which also comes with air conditioning and is our pick of the range because it brings with it a sub-£10,000 price tag.

Front occupants have plenty of room. The rear seats are only for two people. Leg room isn't awful compared with that of rival cars, but it is worth noting that even with the adjustable rear seatback in its most reclined position, the seats are very upright and could be uncomfortable on longer journeys.

Besides the styling, the biggest difference between the Twingo and

the rest of the city car class is with its underpinnings. Small cars are traditionally front-engined and front-wheel drive, the idea being that the cabin remains free of as much intrusion from the underlying mechanicals as possible, in turn allowing more room for people and their luggage.

When developing the Twingo, Renault teamed up with Daimler, which was about to start work on the new Smart Fortwo and Forfour. The partnership settled on a rear-engined, rear-wheel-drive configuration. At the

HONDA
CIVIC

Tim Dickson

JAGUAR
F-TYPE

Nic Cackett

KIA
SOUL EV

Hilton Holloway

MAZDA
3

Luc Lacey

MINI
COOPER

Mark Tissshaw

MITSUBISHI
OUTLANDER

Matt Saunders

PEUGEOT
RCZ R

Steve Cropley

RANGE ROVER
SPORT

Steve Cropley

RENAULT
TWINGO

Matthew Burrow

SEAT
LEON

Matt Burt

TOYOTA
GT86

Matt Prior

VOLVO
V60

Hilton Holloway



Snub-nosed Twingo turns heads with its bright Inca Yellow non-metallic paintwork and optional retro decals along its sides



Smartphones connect easily via an app



It's agile in town and white trim lifts the cabin, but engine vibrations intrude at idle



Leather steering wheel is a £75 option

front of the car there's a bonnet that covers the battery, oil filler and washer fluid container and that's about it. All the mechanicals are at the back of the car, under the boot floor.

So how does this work on a day-to-day basis? Time will tell, but first impressions are good. Fears of the boot being so small that it would be almost unusable have proved to be unfounded. The boot offers 219 litres, which is less than that of the Hyundai i10 and Volkswagen Up but it's still a decent size. There's no lip to get in the way of loading heavier items, the rear seats can be folded and the front passenger seat can fold flat, allowing the transportation of longer items, so the little Twingo should prove to be quite practical.

One area where it could be beaten

by the competition is performance. Our car, the 1.0 SCe 70, comes with a 1.0-litre three-cylinder petrol engine that produces 69bhp and can 'power' the Twingo from 0-60mph in 14.5sec.

We haven't tried any motorway miles yet, but if urban driving is anything to go by, the engine will have to be worked hard in order to keep up with faster traffic. It's fine for town use, although the notchy five-speed gearbox, vague clutch and lack of a footrest by the clutch pedal could prove tiresome.

The Twingo isn't as refined as the competition and at idle there's a lot of vibration through the cabin. That's frustrating, because the car will spend a lot of its life sitting in commuter traffic.

Where the car really excels is with its turning circle. Moving the engine to the back of the car means that the front

wheels can turn more than on a front-engined car. Small car parks aren't a bother at all and turns in the road are handled very quickly indeed.

Is there anything we'd change? Just the registration number. The car attracts enough attention as it is.

matthew.burrow@haymarket.com

Renault Twingo 1.0 SCe 70 Play

Price £9995 Price as tested £10,735 Options

Inca Yellow non-metallic paint £250, retro side decal £150, premium audio system with electrically adjustable and heated door mirrors £150, exterior Touch Pack in white £100, leather steering wheel £75, storage pockets in rear doors £20, storage areas under rear seats £20 **Economy** 62.8mpg (combined) **Faults** None **Expenses** None



TURNING CIRCLE

A tiny 8.6m turning circle makes the navigation of urban environments a doddle.



INTERIOR STYLING

Stylish white touches lift what could otherwise be quite a dull cabin.



FIVE-DOOR SHAPE

The addition of two rear doors boosts the Twingo's everyday practicality.

LOVE IT
LOATHE IT

BOOT OPENING

Why is the button to open the boot just above the number plate? It will get incredibly dirty there.



DIGITAL SPEEDOMETER

The analogue part of the speedo is in mph but the digital part will show km/h only. Distracting.

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Volvo V60

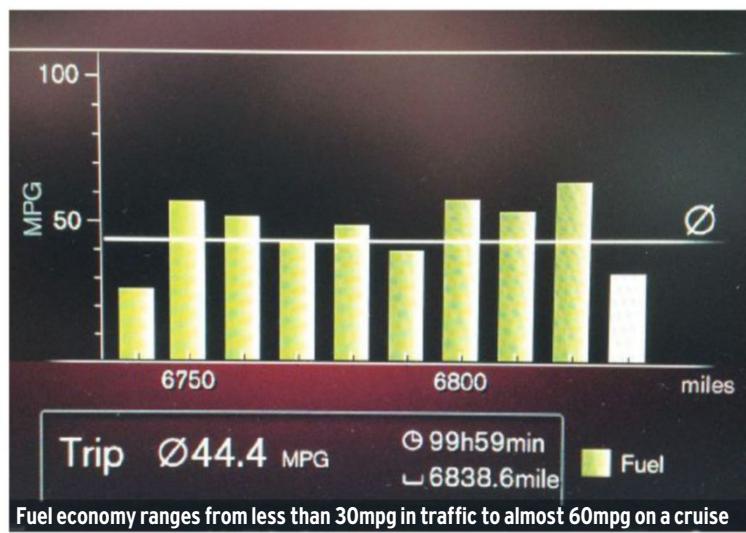
Mileage | 7223 This relaxing long-haul companion can achieve impressive fuel economy

I had a couple of months away from the long-striding Volvo while it was in the hands of outgoing Autocar editor Chas Hallett but, luckily, it returned in time for Christmas and the new year.

I say 'luckily' because I had quite a lot of motorway miles to cover. The first leg was a 225-mile jaunt up the M40 and M6 to central Lancashire.

The V60 is capable of returning some truly amazing fuel economy in the right conditions but, on this trip to Lancashire, heavy traffic and the need to use the torque to get around dawdling lane-hoggers meant a brim-to-brim fill-up registered a micron under 50mpg.

That's not bad at all for a big, automatic, diesel executive car, but I managed the same, on the same run, in a current petrol-fired 1.4 TSI Skoda Octavia. Okay, the Octavia is a much



Ruts can test V60's ground clearance

more spartan machine, but it's an interesting comparison in these days of the demonisation of diesel engines.

The return leg of my journey involved an overnight stop in the capital before continuing to the south coast in Hampshire. Getting the Christmas luggage of three adults in the V60's boot was a bit of a squeeze and it made me realise why the XC60 is Volvo's best-selling model. Family life demands the boot space.

Despite a couple of long driving days, the V60 left me perfectly relaxed, which is what these cars are about. However, we came a little unstuck when trying to traverse an extensively potted driveway. The V60's CO₂-friendly low-rider suspension was unimpressed and grounding the car's plastic undertray was impossible to avoid.

More recently, a free-flowing return evening trip along the M40 from central London to rural Oxfordshire showed just how economical the V60 can be. According to the on-board computer, the V60 managed nearly 60mpg, whereas the following morning's commute in south-west London hardly cracked 30mpg. This car is at its best on the open road.

hilton.holloway@haymarket.com

Volvo V60 D4 Geartronic SE Lux Nav

Price £33,245 **Price as tested** £36,370
Economy 44.4mpg **Faults** Squeaking
 mirrors when auto-folding **Expenses** None
Last seen 21.1.15



Honda Civic Tourer

Mileage 16,450

Not long now and the Civic will be on its way back to Honda, probably to be put on display in a museum or something, alongside some old Formula 1 cars and MotoGP bikes. In the meantime, it has become apparent just how much of a 'fit and forget' item the

Tourer has become in my life. That's not to be disparaging in any way. On the contrary, the combination of easy driveability, practicality and fuel economy continually makes it my default choice despite the almost daily offer of far more exciting cars to drive. Affection aside, the mucky winter

roads mean the Civic is spending much of its time in need of a good wash, so to offset the embarrassment of rolling around in a dirty motor, I spent a couple of hours the other day detail cleaning the interior. Given that the car often has a messy toddler aboard and was filled almost to the window line with sand on a camping trip to France last summer, the cabin cleans up a treat. I know it's less than a year old, but save for a couple of marks on the door cards and around the gearlever, it came up like new. Even the leather on the back of the passenger seat, which gets an almost daily kicking from my daughter, remains unmarked.

Speaking of washing, you may remember reading about the Civic's untethered windscreen wash filler cap, which I've once had to fish out from the depths of the engine bay. I opened the bonnet the other day to find that it has gone entirely. I'm guessing that someone else (yes, I do let other people drive the car occasionally) either dropped it like I did but was unable to retrieve it before having to carry on

with their journey, or didn't secure it properly. Either way, it's gone, so until I've got a new one, I can only fill the washer bottle about a quarter full or the fluid sloshes out under braking. Which means, in the murky depths of winter, I'm forever topping up the screenwash. Oh well.

tim.dickson@haymarket.com

Honda Civic Tourer 1.6 i-DTEC EX Plus

Price £27,460 **Price as tested** £27,960
Economy 59.9mpg **Faults** Air intake
 sensor (replaced under warranty)
Expenses Service £229 **Last seen** 21.1.15



Screenwash needs frequent top-ups

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Citroën C4 Cactus

Mileage | 1091 Is the Citroën's diminutive engine powerful enough for those who often venture onto the motorway?

Fitting 'downsized' engines is one way that many manufacturers have set about improving the efficiency of their cars. It's a sensible and understandable ploy: you cut the displacement and the number of pistons, which reduces friction and weight while lowering pumping and thermal losses. This all works to boost the engine's efficiency, as well as offering extra benefits – such as a more compact engine that's easier to package into a car, potentially resulting in aerodynamic improvements.

The resulting engine may not be hugely powerful, but if it's in a light car, it doesn't need to be. If higher outputs are needed, though, turbocharging can be used to increase the engine's power density – the ratio of its output to its displacement – considerably.

Turbocharging can also offer efficiency gains, harvesting waste energy from the exhaust system and using it to increase the amount of air – and thus oxygen – fed to each cylinder. This makes it more likely that the engine will burn all the supplied fuel in its combustion cycles, cutting emissions and consumption.

This 1.2's turbo adds 28bhp and a healthy 64lb ft



Downsized turbocharged engines, then, typically pull off the neat trick of offering lots of power with impressive claimed fuel economy and CO₂ figures. Some are even reputed to offer similar performance to that of naturally aspirated engines which are almost twice their displacement.

My Cactus is one such recipient of this type of engine. Tucked away behind its distinctive nose is a compact three-cylinder unit that displaces a mere 1.2 litres. Bolstering its output is a single turbocharger, which crams enough air down its throat to produce 109bhp and 151lb ft. For comparison, the naturally aspirated version of this engine makes 81bhp and 87lb ft.

That's a significant difference of 28bhp and 64lb ft. This grants some obvious performance benefits: a faster

0-62mph of 9.3sec versus 12.9sec, for one. Where the difference is really made, however, is in terms of in-gear acceleration. Settle into a top-gear, 70mph motorway cruise in the naturally aspirated one and, if you stand on the throttle, little will happen. Slowly, the needle will start to climb, but by that point, whatever advantage you might have hoped to exploit will be gone.

The turbocharged one, on the other hand, transpires to be a much keener, more flexible alternative. Its responses are eager, even at higher speeds, and fewer gear changes are required around town because it's happy to lop along at lower crank speeds and then pull from there on. Even overtaking manoeuvres can be completed quite swiftly and safely, although obviously they require a little more consideration

than they would in a more powerful car. Regardless, I've been impressed by the triple in my Cactus so far, because it has rarely left me wanting.

Downsized engines do seem to suffer from some negative fuel economy traits, though. They may manage to return higher claimed average figures than larger-displacement engines under test conditions, but it's an achievement that's hard for many drivers to repeat in the real world. This is particularly true if all you're doing is commuting on the motorway, where the little downsized engine will be hammering away to maintain the higher speeds, whereas a larger engine would just be ticking along.

My Citroën is a case in point. It's claimed to return an average of 60.1mpg, which seems feasible given its powerplant and comparatively low kerb weight of 1190kg. So far the trip computer is indicating average economy in the high 30s, though. We'll have more precise, calculated figures once we have run a few full tanks of fuel through it.

It's not a deal-breaker, though, and I'm sure the figures seen so far will be relatively easy to improve upon, but it's worth bearing in mind if you're buying for outright economy. As the saying goes, your mileage may vary.

lewis.kingston@haymarket.com

**Citroën C4 Cactus
110 PureTech S&S Flair**

Price £17,290 Price as tested £19,060

Economy 36.1mpg Faults None

Expenses None Last seen 11.2.15



Trip readout shows high 30s to a gallon



How much Mini for £4500?

That will buy a Sport Pack on a new Mini One, but **James Ruppert** prefers a whole used Mini instead

The other day, I was intrigued to discover that Mini – or maybe Mini owner BMW – made the point that its new Sport Pack not only adds style to its cars but also boosts residual values. I presume that this is a call to all fleet managers to spec their Minis accordingly.

Available on all models, the Sport Pack adds the likes of bonnet stripes, sport suspension, 17in Track Spoke alloy wheels in silver or black, a John Cooper Works steering wheel (with cruise and multi-function controls) and a John Cooper Works spoiler.

Specifying Sport Pack can add up to 25% to residual values, apparently. Mini qualifies this by pointing out that this estimate is based on Mini Financial

Services figures and applicable to a Mini One three-door model. It sounds a lot, but the boggo uplift is probably correct. However, on a Mini One, the Sport Pack will set you back a fairly steep £4500.

Of course, you can't actually compare a brand-new Mini with one that is a few generations old, but some of us might just think that £4500 could buy an awful lot of older Mini. Well, as we have pointed out for some time, old used Minis are just like any other old used car: troublesome.

Before we get to that, what does £4500 buy you? Incredibly, you can get a 2006 Mini One Convertible that looks as though it has been cared for. Then again, a reasonable-mileage 2004 Cooper S is easy enough to find at this



Sport Pack or used cabrio: tough call...

level. There are also Cooper Park Lanes with leather and everything. You'll find some overpriced Coopers at some dealers who are looking to make their money on the finance. Often the ones you need to find are the privately owned examples that have been properly doted on and maintained by dealers. According to my mate with the Mini spanners, a lot of second and third owners aren't keeping on top of the basics.

My mate with the Mini spanners says a lot of second and third owners aren't keeping on top of the basics



P66 James Ruppert
Used car expert



P68 Lewis Kingston
Deals expert



P70 Nic Cackett
Data expert

Spend £4500 and you
can pick up a decent
10-year-old Mini

BANGERNOMICS BEST BUYS



READER'S CAR: LANCIA THEMA

Darragh McKenna has done what we all say we will do at some point, and that's buy a Lancia. His car is a 1993 Thema 2.0 16V Turbo LS that has done 67,390 miles and lives in Ireland. That explains why Darragh paid a reasonable €950 (about £730). Apparently, the Thema was left to rot in a driveway for seven years, so the paint and trim have seen better days. The only issue is the central locking, which doesn't work, but it is an old Italian and if that's the only problem, it really isn't a problem.

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WHAT CAUGHT MY EYE THIS WEEK: LAND ROVER DEFENDER

I found myself looking at a weird white 1993 Defender 110 with two doors, two seats, roll cage and tent on the roof. It's £7500 and I want it.



USED CAR DILEMMA: SUZUKI BALENO

Throw in 'cheap', too, and you'll still find a lot of contenders, but nothing is more deserving than the Suzuki Baleno. Never badly equipped, it came in hatch, saloon and estate flavours. It's reassuringly dull and the ride is iffy, but it will get you there.

STUPID NAME

SENSIBLY RELIABLE



Alternators fail after a decade, and that's more than £500 to fix, while central locking that doesn't function any more is another £500. The brakes, suspension, exhaust and boot lock will need to be sorted out to get an older Mini roadworthy or at least through the MOT test, and none of that is simple or cheap.

So never mind about paying for a Sport Pack on top of the asking price: it's £4500 for a decent 10-year-old Mini. Either that, or go down the monthly rental route, where everything starts at £199 a month. Oh, and you only have to put about £2000 down. You can understand why those who don't want the sort of hassle that those of us rather enjoy do it. That explains the residual value point, too.

Five-pot fun for £5k

Why have four cylinders when you can thrive on five? **Lewis Kingston** looks at a cross-section of interesting cars with five-pot engines that can be had for £5000 or less

1 Ford Focus ST 2006-2010

This is a real treat. It's fast, sounds great, is easy to live with and is immensely capable across country. Power comes from a Volvo-sourced 2.5-litre turbocharged engine that produces 225bhp and 236lb ft, allowing for a 0-60mph time of

6.5sec. For £5000, you'll be able to pick up an early 2006 or 2007 example with about 70,000 miles on the clock. Beware of cars with lumpy idle or 'invisible' coolant leaks, because that can indicate cracked cylinder liners.

2



Mercedes-Benz 300D 1976-1985

It's a luxury saloon, with a three-pointed star perched proudly on its prow, from an era when the company majored on remarkable quality and engineering. More prominently, besides the W123 generation of 300D looking quietly imperious in the way that only German saloons can, it was offered with

Mercedes-Benz's OM617 five-cylinder diesel. This engine isn't a powerhouse, by any stretch, but it'll simply soldier on forever. Cockroaches and cars running OM617s: that's all that will be left in a post-Armageddon world. Consequently, mileage is almost irrelevant, so just buy on condition.

Volvo 850 T-5R 1995-1996

Most of the T-5Rs for sale might be a lairy colour, and they look like they were designed using just a set square, but don't doubt this high-performance Volvo estate. Under the bonnet lies a 2.3-litre five-cylinder engine that, in standard form, churns out 242bhp and 258lb ft.

That allows this subtle-looking front-wheel-drive Volvo to sprint to 60mph in about six seconds. The engine can make much more with a few tweaks, too. The T5-R was sold in limited numbers, but patience will secure a low-mileage one within budget.

3

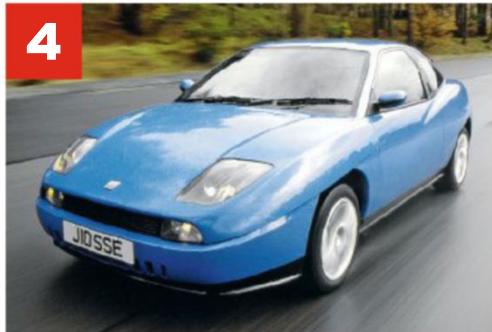




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4



Fiat Coupé 20v Turbo 1996-2000

You might immediately think 'trouble' and 'bankruptcy' but, if you buy a good example, Fiat's sleek Coupé should prove an enjoyable car to own. Its 2.0-litre five-cylinder engine puts out a stout 220bhp and the flighty Fiat can sprint from zero to 60mph in as little as 6.3sec. The cambelt needs changing every 72,000 miles or six years, if not sooner, so check that it has been done and make sure the car comes with the red 'master' key. You'll get a beautiful example for £5k and, if cared for, it shouldn't depreciate.

Land Rover Discovery TD5

1998-2004

The turbocharged 2.5-litre TD5 diesel engine may not sound all that great, but it's a good choice in a Discovery, producing plenty of low-end torque. It's an improvement on the older 300 TDi, too, albeit a more complicated, occasionally finicky one. Maintain it properly and it should soldier on without undue grief, though. For £5000, you'll get a lovely, high-spec Discovery from 2003 with about 80,000 miles on the clock – ideal for towing or off-roading.

5



6



Audi Coupé quattro 1984-1988

"No, it doesn't have a turbo" might be something you have to get used to saying if you buy one of these. It's not the fabled Ur-Quattro, after all, but it's still a fine piece of five-cylinder machinery – and it'll cost you a fraction of the price. Your £5000 will buy a stunning example with less than 80,000 miles, as opposed to £15k-£20k for a Quattro. The atmo 2.2-litre engine puts out 134bhp, allowing for 0-62mph in 8.8sec. Don't buy a tatty one, mind, because parts can be difficult to find and corrosion hard to battle.

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Autocar's star ratings explained

★☆☆☆☆	0-20% Inherently dangerous/unsafe. Tragically, irredeemably flawed.
★☆☆☆☆	20-35% Appalling. Massively significant failings.
★☆☆☆☆	35-50% Very poor. Fails to meet any accepted class boundaries.
★☆☆☆☆	50-60% Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
★☆☆☆☆	60-65% Off the pace. Below average in nearly all areas.
★☆☆☆☆	65-70% Acceptable. About average in key areas, but disappoints.
★☆☆☆☆	70-75% Competent. Above average in some areas, average in others. Outstanding in none.
★☆☆☆☆	75-80% Good. Competitive in key areas.
★☆☆☆☆	80-85% Very good. Very competitive in key areas, competitive in secondary respects.
★☆☆☆☆	85-92% Excellent. Near class leading in key areas, and in some ways outstanding.
★☆☆☆☆	93% Brilliant, unsurpassed. All but flawless.

Full road test on autocar.co.uk 

Any car that has had a full Autocar road test is highlighted in yellow.

FOR FULL RESULTS see page 83

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
ABARTH					VANTAGE 2dr coupé	Stunning Brit sports car. V12 is a new benchmark for Aston	★★★★★			2.0 TD150 SE	£22175	148	106	21	3.0 TDI quattro 245 Black Edit	£30990	237	149	24
500 3dr hatch	Good value hot hatch. In Esseesse trim it's great fun to drive	★★★★★			4.7 V8 4420	£16995	420	328	-	2.0 TD150 Sport	£23575	148	106	21	A4 AVANT 5dr estate	More appealing than the saloon, still not brilliant	★★★★★		
1.4 T-Jet	£14205	133	155	26	4.7 V8	£84995	420	299	-	2.0 TD150 S line	£25725	148	106	21	1.8 TFSI 170 SE Technik	£28315	158	141	24
500 CONVERTIBLE	2dr open. Open-top hot hatch; has a softer ride than the top-car	★★★★★			5.9 V12	£99995	436	299	-	3.4 4dr saloon	All the A3's standard attributes in a saloon body. S3 great looking	★★★★★			2.0 TD150 Black Edition	£32305	148	124	24
1.4 16v Turbo T-Jet	£16005	133	155	27	5.9 V12 S	£135000	510	388	-	1.4 TFSI 150 ACT Sport	£23295	148	109	21	2.0 TD150 S line	£31230	148	123	24
PUNTO EVO 3dr hatch	Scorpion-badged Punto is fun, but not the most focused hot hatch	★★★★★			5.9 V12 S	£138000	565	388	50	1.8 TFSI 180 quattro S line	£20150	178	149	25	2.0 TD150 SE Technik	£30155	148	129	23
1.4 Turbo M'Air	£16857	161	142	30	VANTAGE ROADSTER 2dr open	Drop-top suits the Vantage's relaxed nature	★★★★★			1.8 TFSI 180 quattro Sport	£28000	178	149	25	2.0 TD177 SE Technik	£31155	148	140	24
ALFA ROMEO					4.7 V8	£98995	420	299	-	2.0 TD150 Sport	£25075	178	133	24	2.0 TD177 250 quattro Black Edit	£36575	221	159	33
MiTo 3dr hatch	Classy, well equipped and cheap. No dynamic benchmark	★★★★★			4.7 V8 S	£110700	430	299	-	2.0 TD150 S line	£23395	148	166	23	2.0 TD175 250 quattro S line	£32945	221	159	32
0.9 T-Bi Twinair 105 Distinctive	£16070	103	98	13	5.9 V12	£150000	510	388	-	1.4 TFSI 150 ACT S line	£24745	148	105	21	2.0 TD175 250 quattro SE Technik	£33945	222	159	33
0.9 T-Bi Twinair 105 Sprint	£14670	103	99	13	5.9 V12	£14995	510	388	-	1.8 TFSI 180 S line	£27225	178	134	25	3.0 TD175 245 S line	£39250	221	153	33
0.9 T-Bi Twinair 105 UV Line	£16820	103	98	13	5.9 V12	£14995	470	333	-	1.6 TD110 Sport	£23395	108	99	15	3.0 TD175 245 quattro S line	£36695	221	153	34
1.4 140 M'air TCT Distinctive	£17620	138	124	19	5.9 V12	£131955	470	333	-	2.0 TD150 S line	£26895	148	105	21	3.0 TFSI 333 quattro S line	£41685	328	180	36
1.4 140 M'air TCT Line	£18370	138	124	20	DB9 VOLANTE 2dr open	Facelift a big improvement dynamically	★★★★★			1.8 TFSI 180 Sport	£20505	178	133	24	1.8 TFSI 120 SE	£25685	118	154	24
1.4 170 M'air TCT Line	£20210	168	139	23	5.9 V12	£150000	510	388	-	1.8 TFSI 180 Sport	£23195	148	105	21	1.8 TFSI 120 S line	£28240	118	154	24
1.3 TDJm 2-85 Sprint	£15415	94	90	11	5.9 V12	£189955	565	335	-	1.8 TFSI 180 quattro S line	£26675	178	135	24	1.8 TFSI 170 SE	£29315	118	154	25
1.3 TDJm 10 Distinctive	£16655	94	90	11	AUDI					1.8 TFSI 180 Sport	£24525	178	135	23	1.8 TFSI 170 Black Edition	£29870	158	141	26
1.6 TDJm 2-120 D'live S-S	£17820	118	114	19	GIULIETTA 5dr hatch	Stylish, rewarding family hatch. A new era for Alfa	★★★★★			2.0 TD150 S line	£26345	148	106	21	3.0 TFSI 333 quattro S line	£40610	328	180	36
1.6 TDJm 2-120 UV Line	£18570	118	114	20	A1 3dr hatch	Alfa's answer to the Mini. Fun and refined hatch.	★★★★★			2.0 TD150 Sport	£22795	148	106	21	1.8 TFSI 120 SE	£25685	118	154	24
1.6 TDJm 2-120 UV Line	£18570	118	114	20	1.4 TFSI 86 S line	£18450	84	118	12	2.0 TD150 Sport	£24195	148	106	21	1.8 TFSI 120 SE Technik	£26685	118	154	24
2.0 TDJm 15 TCT	£25630	148	110	20	1.4 TFSI 122 S line	£18860	121	124	18	2.0 TD184 quattro S line	£30525	178	124	26	2.0 TD136 SE Technik	£29600	134	113	24
2.0 TDJm 15 Sportiva Nav	£27380	148	110	20	1.6 TD105 S line	£19510	103	99	16	2.0 TD184 quattro S line	£31560	296	162	32	2.0 TD163 ultra S	£29620	161	114	27
1.4 TB 120 Progression	£18240	118	149	16	1.4 TFSI 86 SE	£14115	84	118	9	1.2 TD110 SE	£19195	108	114	14	2.0 TD163 ultra SE	£30620	161	114	27
1.4 TB 120 Distinctive	£19490	118	149	16	1.2 TFSI 86 Sport	£15955	84	118	9	1.2 TD110 Sport	£20595	108	114	14	2.0 TD177 S line	£32175	175	126	27
1.4 TB Multiair 10 Distinctive	£20990	168	133	23	1.2 TFSI 86 S line	£17500	84	118	9	1.2 TD110 S line	£22745	108	115	15	2.0 TD177 Black Edition	£33250	175	128	27
1.4 TB Multiair 10 UV Line	£22740	168	133	23	1.4 TFSI 122 Sport	£16365	121	124	15	1.4 TD125 SE	£20495	123	117	21	2.0 TD177 quattro SE	£31180	175	139	27
1.4 TB Multiair 10 T-CTV	£24035	168	123	23	1.4 TFSI 122 Sport auto	£17815	121	119	15	1.4 TD125 SE ACT	£21345	148	109	21	2.0 TD177 quattro SE Technik	£32180	175	139	27
1.4 TB Multiair 10 Sportiva	£24490	168	133	23	1.4 TFSI 122 S line	£17910	121	124	16	1.4 TD125 Sport	£22745	148	109	21	2.0 TD177 quattro S line	£33735	175	139	27
1.4 TB Multiair 17 Sportiva Nav	£25785	168	123	23	1.4 TFSI 122 S line	£19360	121	122	16	1.4 TD125 S line	£24895	148	109	21	2.0 TD177 quattro Black Edit	£34810	175	138	27
1.6 JDM 105 Progression	£19170	103	114	16	1.4 TFSI 140 S line	£17215	138	109	21	1.8 TFSI 180 quattro Sport	£27450	178	149	25	3.0 TD175 245 quattro Black Edit	£40325	237	154	34
1.6 JDM 105 Distinctive	£20420	103	114	16	1.4 TFSI 140 S line ACT	£18760	138	109	21	1.6 TD110 SE	£21445	108	99	16	A4 ALLROAD 5dr estate	Rugged 4x4 door, but short	★★★★★		
1.6 JDM 105 Excl.	£22170	103	114	16	1.4 TFSI 140 Black Edition ACT	£20010	138	109	22	2.0 TD110 Sport	£22845	108	99	15	4.5 5dr sportback	Reined four-door, but short	★★★★★		
2.0 TDJm 15 Distinctive	£21720	148	110	20	1.4 TFSI 185 S line	£21420	182	139	28	1.6 TD110 S line	£24995	108	99	17	1.8 TFSI 170 Black Edition	£28600	134	116	23
2.0 TDJm 15 Excl.	£23470	148	110	20	1.4 TFSI 185 Black Edition	£22670	121	139	28	2.0 TD180 Sport	£25465	175	110	27	2.0 TD177 177 quattro	£32235	175	157	27
2.0 TDJm 150 Sportiva Nav	£25220	148	110	20	2.0 TD185 S line	£25380	228	162	33	2.0 TD180 quattro Sport	£28375	175	124	26	3.0 TD175 245 quattro	£37700	242	161	27
4C 2dr coupé	A singular statement. Flawed, perhaps, but the best current Alfa by miles	★★★★★			1.6 TD105 SE	£15175	103	99	14	2.0 TD185 S line	£27615	175	110	28	4.5 5dr sportback	Reined four-door, but short	★★★★★		
1.75T		£45000	237	-	1.6 TD105 Sport	£17015	103	99	14	2.0 TD185 Sport	£27585	108	104	18	1.8 TFSI 170 Black Edition	£32180	175	139	27
ALPINA					2.0 TD143 Sport	£18640	141	108	21	2.0 TD150 S line	£29635	148	114	23	1.8 TFSI 170 SE	£26685	118	157	24
B3 2dr coupé	Rapid, usable and cheaper alternative to an M3	★★★★★			2.0 TD143 S line	£20185	141	108	21	1.4 TD150 SE	£26085	148	114	23	1.8 TFSI 170 SE Technik	£32615	168	137	27
3.0 S Biturbo	£15130	394	224	-	2.0 TD143 Black Edition	£21435	141	108	21	1.4 TD150 Sport	£27485	148	114	23	2.0 TD150 Black Edition	£32990	168	137	27
B4 4dr saloon	Rapid, usable and cheaper alternative to an M3	★★★★★			1.4 TFSI 122 S line	£19070	84	118	12	2.0 TD150 S line	£28395	178	139	24	2.0 TD136 SE	£32600	148	137	27
3.0 S Biturbo	£150350	394	224	-	1.4 TFSI 122 S line	£19480	121	126	18	2.0 TD150 SE	£27535	148	110	24	2.0 TD177 Black Edition	£35935	148	124	27
B5 2dr saloon	Rapid, usable and cheaper alternative to an M3	★★★★★			1.4 TFSI 140 S line	£14730	121	126	18	1.4 TFSI 140 S line	£20345	178	139	24	2.0 TD150 SE	£31870	148	123	27
3.0 S Biturbo	£150350	394	224	-	1.4 TFSI 140 S line ACT	£19380	138	113	21	1.8 TFSI 180 Sport	£29675	178	149	25	2.0 TD177 quattro S line	£33735	175	139	27
B3 2CONVERTIBLE 2dr open	Rapid, usable, cheaper alternative to an M3.	★★★★★			1.4 TFSI 140 S line ACT	£17833	138	109	21	1.8 TFSI 180 quattro Sport	£22225	178	154	25	3.0 TD175 245 quattro S line	£34810	175	138	27
3.0 S Biturbo	£165450	394	225	-	1.4 TFSI 185 Black Edition	£22920	141	108	22	1.8 TFSI 180 quattro S line	£34375	178	154	25	3.0 TD177 quattro SE	£33825	175	137	27
B3 TOURING 5dr estate	Rapid, usable and cheaper alternative to an M3.	★★★★★			1.6 TD105 S line	£17055	103	99	16	1.6 TD110 Sport	£26185	108	104	17	2.0 TD136 SE	£32265	138	117	23
3.0 S Biturbo	£15130	394	225	-	1.2 TFSI 86 SE	£14735	84	118	9	1.6 TD110 Sport	£27585	108	104	18	2.0 TD136 SE	£29965	138	117	23
B5 4dr saloon	Huge pace, but let down by uninviting dynamics	★★★★★			1.2 TFSI 86 SE	£16575	84	118	9	1.6 TD110 S line	£27935	108	104	20	2.0 TD136 SE	£29965	138	117	23
5.9 Biturbo	£71950	500	255	-	1.4 TFSI 122 Sport	£16985	121	126	15	1.6 TD112 S line	£22040	182	139	28	2.0 TD150 S line	£29930	148	119	24
B7 4dr saloon	Makes sense on an autobahn but not for the UK	★★★★★			2.0 TD185 S line	£15795	103	99	14	2.0 TD177 SE	£27635	148	119	24	2.0 TD177 SE	£30820	175	127	27
5.9 Biturbo	£71950	500	252	-	1.6 TD105 Sport	£17635	103	99	14	1.6 TD105 S line	£21805	103	99	15	2.0 TD177 SE	£31810	148	117	24
4.4 V8 Switch-tronic	£95850	500	282	-	1.6 TD105 S line	£17980	103	99	15	2.0 TD175 S line	£22000	148	117	24	2.0 TD177 S line	£33810	175	128	27
4.4 V8 Switch-tronic LWB	£95850	500	282	-	2.0 TD143 Sport	£19260	141	108	21	2.0 TD175 S line	£23420	178	149	25	3.0 TD175 245 S line	£33620	221	153	33
B3 4dr saloon	Precise dynamics with added Alpina kudos and a great engine	★★★★★			2.0 TD143 S line	£22055	141	108	21	2.0 TD175 S line	£23885	148	127	23	3.0 TD175 245 quattro S line	£34845	201	129	30
3.0 Biturbo	£46950	345	139	50	1.6 TD105 SE	£15795	103	99	14	2.0 TD175 S line	£22985	148	127	23	3.0 TD175 245 quattro SE	£34940	221	153	33
DS 4dr saloon	Rapid, usable and cheaper alternative to an M5	★★★★★			1.2 TFSI 110 SE	£18575	108	114	14	1.8 TFSI 120 SE	£25385	118	151	19	2.0 TD175 S line	£29050	175	127	27
3.0 BiTurbo	£55950	340	155	-	1.2 TFSI 184 quattro S line	£22905	148	126	14	1.8 TFSI 120 S line	£26940	118	151	19	2.0 TD175 S line	£30820	175	127	27
XD3 5dr 4x4	Alpina's first SUV is a triumph. Kudos and desire!	★★★★★			2.0 TD184 quattro S line	£22755	148	126	14	1.8 TFSI 170 SE	£28015	134	151	24	2.0 TD175 S line	£33810	175	128	27
3.0 X03	£54950	345	49	-	1.2 TFSI 184 Sport	£24845	148	108	21	1.8 T									



The Audi A1 Sportback Sport. From £219 per month.*

Business users only with Contract Hire?

Official fuel consumption figures for the Audi A1 Sportback Sport 1.6 TDI 116PS 5-speed manual in mpg (l/100km): Urban 65.7 (4.3), Extra Urban 91.1 (3.1), Combined 80.7 (3.5). CO₂ emissions: 92g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results.

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
2.0 TDI 177 quattro S line	£35715	175 134 28	18	AB 4dr saloon Stylish, comfortable and solid. A convincing exec saloon
2.0 TDI 177 quattro Black Edt	£36790	175 134 29	19	★★★★★
3.0 TDI 204 S line	£37660	201 129 30	30	3.0 TDI 258 quattro SE Exec
3.0 TDI 204 Black Edition	£38735	201 129 30	30	3.0 TDI 245 quattro S line
3.0 TDI 245 quattro S line	£41185	242 149 35	35	3.0 TDI 258 quattro SE Exec
3.0 TDI 245 quattro Black Edt	£42260	242 149 35	35	3.0 TDI 310 quattro Sport Exec
A5 CABRIOLET 5dr open	Appealing. Lower-powered, soft-sprung trim's best	★★★★★	30	3.0 TDI 310 quattro Sport Exec
1.8 TFSI 170 S line	£35570	168 143 28	18	4.0 TFSI 45 quattro SE Exec L
1.8 TFSI 170 S line Special Edt	£36695	168 143 29	19	4.0 TFSI 45 quattro Sport Exec
2.0 TDI 150 S line	£37395	148 124 27	27	6.3 W12 500 quattro L
2.0 TDI 150 S line Special Edt	£38520	148 124 27	27	3.0 TDI 258 quattro SE
2.0 TDI 150 SE	£34145	148 124 27	27	3.0 TDI 258 quattro SE L
2.0 TDI 177 S line Special Edt	£38950	175 127 30	30	3.0 TDI 250 quattro SE Exec L
2.0 TFSI 225 quattro S line	£41745	222 158 39	39	3.0 TDI 250 quattro Sport Exec
2.0 TFSI 225 quattro S line Sp	£42870	222 159 37	39	3.0 TDI 258 quattro Sport Exec L
2.0 TFSI 225 quattro SE	£38495	222 159 37	42	4.2 TDI 385 quattro SE Exec
2.0 TFSI 225 S line	£38705	222 148 36	42	4.2 TDI 385 quattro Sport Exec
2.0 TFSI 225 S line Special Edt	£39830	222 148 36	42	4.2 TDI 385 quattro Sport Exec L
2.0 TFSI 225 SE	£35455	222 148 35	42	4.2 TDI 385 quattro Sport Exec L
3.0 TDI 204 S line Special Edt	£42680	201 138 34	34	4.2 TDI 385 quattro Sport Exec L
3.0 TDI 245 quattro S line Edt	£46110	242 144 29	29	4.2 TDI 385 quattro Sport Exec L
1.8 TFSI 170 SE	£32320	168 143 28	18	4.4 TFSI 150 S line
3.0 TFSI 333 S5	£46770	328 223 184	184	4.4 TFSI 150 SE
4.2 V8 R55	£69505	444 249 47	47	4.2 TDI 140 quattro S line
2.0 TDI 177 SE	£34575	175 127 29	29	2.0 TDI 140 quattro S line
2.0 TDI 177 S line	£37825	175 127 30	30	2.0 TDI 140 quattro SE
3.0 TDI 204 S line	£41555	201 138 33	33	2.0 TDI 177 quattro S line Plus
3.0 TDI 245 quattro S line	£44985	242 154 39	39	2.0 TDI 177 S line Plus
A6 4dr saloon	The best spring Audi saloon, and one of the most appealing full stop.	★★★★★	2.0 TDI 177 S line	
3.0 BTDI 320 quattro Black Edt	£50750	316 164 44	44	2.0 TFSI 170 quattro S line Plus
3.0 BTDI 320 quattro S line	£48575	316 159 43	43	2.0 TFSI 211 quattro SE
3.0 TDI 218 Black Edition	£42720	215 127 35	35	2.0 TFSI 170 quattro S line
3.0 TDI 218 quattro Black Edt	£44480	215 138 34	34	2.0 TFSI 211 quattro SE
3.0 TDI 218 quattro S line	£42305	215 139 33	33	2.0 TFSI 211 quattro S line
3.0 TDI 218 quattro SE	£39855	215 139 33	33	2.5 TFSI RS
3.0 TDI 272 quattro Black Edt	£64040	268 138 42	42	2.0 TDI 140 SE
4.0 TFSI 450 S6	£56000	429 214 42	42	2.0 TDI 140 S line
2.0 TDI 190 Ultra SE	£31955	187 113 32	32	2.0 TDI 177 quattro SE
2.0 TDI 190 Ultra S line	£34405	187 114 33	33	2.0 TDI 177 quattro S line
2.0 TDI 190 Ultra Black Edt	£36580	187 119 33	33	3.0 5dr 4x4
3.0 TDI 218 SE	£38095	215 122 34	34	Exceptionally good handling for an SUV, but very compromised ride
3.0 TDI 218 S line	£40545	215 125 32	32	★★★★★
3.0 TDI 272 quattro S line	£41415	268 133 41	41	2.0 TFSI 180 quattro S line PI
3.0 TDI 272 quattro S line	£43865	268 133 42	42	2.0 TFSI 180 quattro S line
3.0 BTDI 320 quattro SE	£46125	316 159 43	43	2.0 TFSI 180 quattro S line
A6 AVANT 5dr estate	A capable stress buster. Bit more than a killer.	★★★★★	2.0 TFSI 225 quattro S line	
3.0 BTDI 320 quattro Black Edt	£52860	316 164 44	44	2.0 TFSI 225 quattro S line Plus
3.0 BTDI 320 quattro S line	£50575	316 164 43	43	2.0 TDI 150 quattro S line
3.0 TDI 218 Black Edition	£44720	215 130 35	35	2.0 TDI 150 quattro S line
3.0 TDI 218 quattro Black Edt	£46495	215 144 40	40	2.0 TDI 177 quattro S line
3.0 TDI 218 quattro S line	£44305	215 138 39	39	2.0 TDI 177 quattro S line
3.0 TDI 218 quattro SE	£41855	215 138 39	39	2.0 TDI 177 quattro S line Plus
3.0 TDI 222 quattro Black Edt	£48055	268 144 42	42	3.0 TDI 245 quattro S line
4.0 TFSI 560 R56	£77995	552 223 230	230	3.0 TDI 245 quattro S line
4.0 TFSI 450 S6	£58000	429 217 49	49	4.0 TDI 245 quattro S line Plus
2.0 TDI 190 Ultra SE	£33955	187 111 33	33	4.0 TDI 245 quattro S line Plus
2.0 TDI 190 Ultra S line	£36405	187 119 33	33	75dr 4x4
2.0 TDI 190 Ultra Black Edt	£38580	187 124 33	33	Seven-seat SUV feels bulk. A BMW X5 or
A6 218 SE	Land Rover is better	★★★★★	2.0 TDI 177 quattro S line	
3.0 TDI 218 S line	£40095	215 125 34	34	3.0 TDI 204 S line Plus
3.0 TDI 218 S line	£42545	215 125 35	35	3.0 TDI 245 S line Plus
3.0 TDI 227 quattro S line	£43415	268 138 43	43	3.0 TDI 245 S line Plus
3.0 TDI 227 quattro S line	£48125	316 164 42	42	4.2 TDI 340 S line Plus
A6 ALLROAD 5dr estate	Rugged 4x4. Even more pricy.	★★★★★	4.2 TDI 340 S line Style Edt	
3.0 TDI 204 quattro	£43810	201 159 31	31	3.0 TDI 204 S line
3.0 TDI 245 quattro	£45350	241 165 36	36	3.0 TDI 245 S line
3.0 BTDI 313 quattro	£50115	308 121 34	34	3.0 TDI 245 S line
A7 SPORTBACK 5dr hatch	A good mix of luxury, practicality and power.	★★★★★	4.2 TDI 340 S line	
3.0 BTDI 313 quattro Black Edt	£56800	309 166 42	42	4.2 TDI 340 S line
3.0 BTDI 313 quattro S line	£54450	309 166 42	42	4.2 TDI 340 S line
3.0 BTDI 313 quattro SE	£52660	309 166 42	42	4.2 TFSI 430 V8
3.0 TDI 204	£41175	201 135 33	33	5.2 FSI 525 V10
3.0 TDI 204 quattro Black Edt	£50585	201 152 36	36	5.2 FSI 550 V10 Plus
3.0 TDI 204 quattro S line	£48235	201 152 36	36	5.2 FSI 550 V10 Plus
3.0 TDI 204 quattro SE	£46445	201 152 35	35	5.2 FSI 550 V10 Plus
3.0 TDI 245 quattro Black Edt	£53155	242 156 41	41	TT 2dr coupé
3.0 TDI 245 quattro S line	£52620	296 190 41	41	TT finds its mojo at last. Drive experience now equal to the obvious prestige.
3.0 TDI 245 quattro SE	£49120	296 190 40	40	★★★★★
3.0 TDI 210 310 quattro Black Edt	£53260	296 190 41	41	2.0 TFSI Sport
3.0 TDI 210 310 quattro S line	£50910	296 190 41	41	2.0 TFSI Sport
3.0 TDI 210 310 quattro SE	£48515	296 190 41	41	2.0 TFSI Sport
3.0 TDI 204 quattro	£41175	201 135 33	33	2.0 TFSI Sport
3.0 TDI 204 quattro Black Edt	£50585	201 152 36	36	3.0 TDI 245 S line
3.0 TDI 204 quattro S line	£48235	201 152 36	36	3.0 TDI 245 S line
3.0 TDI 204 quattro SE	£46445	201 152 35	35	2.0 TDI ultra S line
3.0 TDI 245 quattro Black Edt	£53155	242 156 41	41	2.0 TDI ultra S line
3.0 TDI 245 quattro S line	£52620	296 190 41	41	2.0 TFSI Sport
3.0 TDI 245 quattro SE	£49120	296 190 40	40	2.0 TFSI Sport
3.0 TDI 210 310 quattro Black Edt	£53260	296 190 41	41	2.0 TFSI Sport
3.0 TDI 210 310 quattro S line	£50910	296 190 41	41	2.0 TFSI Sport
3.0 TDI 210 310 quattro SE	£48515	296 190 41	41	2.0 TFSI Sport
4.0 TFSI 420 S7	£62345	414 225 43	43	5.2 FSI 525 V10
4.0 TFSI R57	£83515	552 229 47	47	5.2 FSI 525 V10
3.0 TDI 204 SE	£44765	201 135 33	33	5.2 FSI 525 V10
3.0 TDI 204 S line	£46555	201 135 34	34	5.2 FSI 525 V10
3.0 TDI 245 SE quattro	£49015	242 156 40	40	5.2 FSI 525 V10
3.0 TDI 245 S line quattro	£50805	242 156 41	41	5.2 FSI 525 V10

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
BAC	£35715	175 134 28	18	AB 4dr saloon Stylish, comfortable and solid. A convincing exec saloon
MONO 2dr open	£36790	175 134 29	19	★★★★★
3.0 TDI 204 Black Edition	£38735	201 129 30	30	3.0 TDI 258 quattro SE Exec
3.0 TDI 245 quattro S line	£41185	242 149 35	35	2.0 TFSI 245 Hybrid
3.0 TDI 245 quattro Black Edt	£42260	242 149 35	35	2.0 TFSI 245 Hybrid L
A5 CABRIOLET 2dr open	Appealing. Lower-powered, soft-sprung trim's best	★★★★★	3.0 TDI 310 quattro Sport Exec	
1.8 TFSI 170 S line	£35570	168 143 28	18	4.0 TFSI 45 quattro SE Exec L
1.8 TFSI 170 S line Special Edt	£36695	168 143 29	19	4.0 TFSI 45 quattro Sport Exec
2.0 TDI 150 S line	£37395	148 124 27	27	6.3 W12 500 quattro L
2.0 TDI 150 S line Special Edt	£38520	148 124 27	27	3.0 TDI 258 quattro SE
2.0 TDI 150 SE	£34145	148 124 27	27	3.0 TDI 258 quattro SE L
2.0 TDI 177 S line Special Edt	£38950	175 127 30	30	3.0 TDI 250 quattro SE Exec L
2.0 TFSI 225 quattro S line	£41745	222 158 39	39	3.0 TDI 250 quattro Sport Exec
2.0 TFSI 225 quattro S line Sp	£42870	222 159 37	39	3.0 TDI 258 quattro Sport Exec L
2.0 TFSI 225 quattro SE	£38495	222 159 37	42	4.2 TDI 385 quattro SE Exec
2.0 TFSI 225 S line	£38705	222 148 36	42	4.2 TDI 385 quattro Sport Exec
2.0 TFSI 225 S line Special Edt	£39830	222 148 36	42	4.2 TDI 385 quattro Sport Exec L
2.0 TFSI 225 SE	£35455	222 148 35	42	4.2 TDI 385 quattro Sport Exec L
3.0 TDI 204 S line Special Edt	£42680	201 138 34	34	4.2 TDI 385 quattro Sport Exec L
3.0 TDI 245 quattro S line Edt	£46110	242 144 29	29	4.2 TDI 385 quattro Sport Exec L
1.8 TFSI 170 SE	£32320	168 143 28	18	4.4 TFSI 150 S line
3.0 TDI 333 S5	£46770	328 223 184	184	4.4 TFSI 150 SE
4.2 V8 R55	£69505	444 249 47	47	4.2 TDI 140 quattro S line
2.0 TDI 177 SE	£34575	175 127 29	29	2.0 TDI 140 quattro S line
2.0 TDI 177 S line	£37825	175 127 30	30	2.0 TDI 140 quattro SE
3.0 TDI 204 S line	£41555	201 138 33	33	2.0 TDI 177 quattro S line Plus
3.0 TDI 245 quattro S line	£44985	242 154 39	39	2.0 TDI 177 quattro S line Plus
A6 4dr saloon	The best spring Audi saloon, and one of the most appealing full stop.	★★★★★	2.0 TDI 177 S line Plus	
3.0 BTDI 320 quattro Black Edt	£50750	316 164 44	44	2.0 TDI 177 S line Plus
3.0 BTDI 320 quattro S line	£48575	316 159 43	43	2.0 TDI 211 quattro SE
3.0 TDI 218 Black Edition	£42720	215 127 35	35	2.0 TDI 211 quattro SE
3.0 TDI 218 quattro Black Edt	£44480	215 138 34	34	2.0 TFSI 211 quattro SE
3.0 TDI 218 quattro S line	£42305	215 139 33	33	2.0 TFSI 211 quattro S line
3.0 TDI 218 quattro SE	£39855	215 139 33	33	2.5 TFSI RS
3.0 TDI 272 quattro Black Edt	£64040	268 138 42	42	2.0 TDI 140 SE
4.0 TFSI 450 S6	£56000	429 214 42	42	2.0 TDI 140 S line
2.0 TDI 190 Ultra SE	£31955	187 113 32	32	2.0 TDI 177 quattro SE
2.0 TDI 190 Ultra S line	£34405	187 113 33	33	2.0 TDI 177 quattro S line
2.0 TDI 190 Ultra Black Edt	£38580	187 124 33	33	3.0 5dr 4x4
A6 AVANT 5dr estate	A capable stress buster. Bit more than a killer.	★★★★★	3.0 TDI 225 quattro S line	
3.0 BTDI 320 quattro Black Edt	£52860	316 164 44	44	3.0 TDI 225 quattro S line Plus
3.0 BTDI 320 quattro S line	£50575	316 164 43	43	2.0 TDI 150 quattro S line
3.0 TDI 218 Black Edition	£44720	215 130 35	35	2.0 TDI 150 quattro S line
3.0 TDI 218 quattro Black Edt	£46495	215 144 40	40	2.0 TDI 177 quattro S line

NEW CARS A-Z

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group					
320i SE	£32005	215	134	35	420d xDrive M Sport	£36295	181	129	29	520d M Sport	£36165	181	124	34	X1 5dr 4x4	Odd SUV best as rear-wheel drive. Good	★★★★★			CATERHAM SEVEN	2dr open	Pound for pound, still the most compelling way to spend five figures	★★★★★		1.6 HDI 90 VTR	£16359	91	104	15
320i SE	£31105	242	159	35	425d SE	£34730	215	131	33	525d SE	£36980	215	129	39	drive, poor cabin finish	★★★★★				1.6 HDI 90 VTR+	£18105	91	104	16					
320i Sport	£32105	242	159	34	425d Sport	£36230	215	131	34	525d Luxury	£39910	215	134	40	xDrive 25d xLine	£32540	215	154	26	0.7 160	£14995	80	114	-					
330d xDrive SE	£36920	255	142	40	425d Luxury	£37230	215	131	34	525d M Sport	£39910	215	139	40	xDrive 20i SE	£27280	181	176	28	1.6 Sigma 125 Roadsport	£21650	125	-	-					
335d xDrive Luxury	£42320	309	148	43	425d M Sport	£37730	215	135	34	530d M Sport	£41455	241	144	43	xDrive 20i Sport	£28280	181	176	28	1.6 Sigma 140 Roadsport	£23750	140	-	-					
335d xDrive M Sport	£42820	309	148	43	430d Luxury	£39615	255	129	40	530d M Sport	£44270	241	144	43	xDrive 20i xLine	£29280	181	179	28	1.6 Sigma 140 Supersport	£26800	140	-	-					
335i Luxury	£39060	302	189	37	430d xDrive Luxury	£41245	255	137	40	535d Luxury	£48920	308	143	45	xDrive 20i Sport	£30280	181	179	28	2.0 Duratorq 175 SV Roadsport	£28850	175	-	-					
335i M Sport	£39560	302	189	38	430d xDrive Sport	£41765	255	141	40	535d M Sport	£48920	308	143	45	xDrive 16d SE	£24230	114	128	18	1.2 PureTech 75 Touch	£12990	75	105	9					
320i Sport	£28905	181	152	30	435d xDrive Luxury	£44455	308	143	41	535d Sport	£48920	308	143	45	xDrive 16d SE	£25330	141	122	22	1.2 PureTech 82 Touch	£13390	81	105	9					
320i Luxury	£30405	181	152	31	435d xDrive M Sport	£45045	308	146	41	540d Sport	£51865	141	127	31	xDrive 18d Sport	£26330	141	128	22	1.2 PureTech 82 Feel	£14590	81	105	9					
320i M Sport	£30905	181	152	31	435d xDrive SE	£45545	308	146	41	540d Luxury	£51865	141	144	43	xDrive 18d SE	£28330	141	128	22	1.2 PureTech 82 Flair	£15990	81	107	10					
328i Luxury	£33605	242	159	36	some of the verve has gone with the roof	★★★★★				530d Luxury	£51120	308	149	45	xDrive 18d Sport	£27830	141	144	22	1.2 PureTech 110 Flair S-S	£15790	109	107	15					
328i M Sport	£34105	242	159	36	420d Luxury	£39880	181	131	33	535d Luxury	£46940	302	179	42	xDrive 18d Sport	£28830	141	144	22	1.2 PureTech 110 Flair S-S	£17190	109	107	16					
316d ES	£26875	114	123	20	420d M Sport	£40380	181	138	31	535i Luxury	£46940	302	179	42	xDrive 18d Sport	£28830	141	144	22	1.6 Blue HDI 100 Touch	£15390	99	87	18					
316d SE	£27725	114	123	20	420d Sport	£38880	181	133	30	535i Sport	£47380	181	133	30	xDrive 18d Sport	£29830	141	144	22	1.6 Blue HDI 100 Feel	£16590	99	87	18					
316d Sport	£28725	114	123	20	420d Sport	£38880	181	133	30	535i SE	£47380	181	133	30	xDrive 18d Sport	£29830	141	128	22	1.6 Blue HDI 100 Flair	£17990	99	89	18					
318d SE	£28975	141	123	24	428i Luxury	£40220	242	159	36	520i Sport	£38165	181	134	37	xDrive 20d Eff. Dyn. Business	£28160	181	119	24	6.2 V8	£62996	431	316	28					
318d Sport	£29975	141	123	24	428i M Sport	£40720	242	163	37	520i Sport	£38165	181	162	37	xDrive 20d Sport	£27660	181	129	24	7.0 V8 206	£84238	505	350	50					
318d Luxury	£31475	141	123	25	428i SE	£37720	242	159	36	528i SE	£38995	242	149	40	xDrive 20d Sport	£27760	181	129	25	6.2 V8 2R1	£123687	638	355	55					
318d M Sport	£31975	141	123	25	428i Sport	£39220	242	159	36	528i Luxury	£41730	242	154	41	xDrive 20d M Sport	£29760	181	129	25	6.2 V8 Grand Sport	£73228	431	293	50					
320d SE	£30075	181	125	31	420d M Sport	£45700	255	144	41	528i M Sport	£47130	242	154	41	xDrive 20d SE	£28260	181	145	24	1.6 HDI 115 VTR	£14740	107	125	20					
320d Luxury	£32575	181	125	32	435i Luxury	£45680	255	190	39	530d SE	£36165	141	122	30	xDrive 20d Sport	£29260	181	145	25	1.6 HDI 115 ET66 VTR+	£23370	109	117	22					
320d M Sport	£33075	181	125	32	435i M Sport	£46180	302	195	39	530d Luxury	£36165	141	127	31	xDrive 20d Sport	£30260	181	145	25	2.0 HDI 160 VTR+	£24070	161	129	28					
320d xDrive Sport	£32705	181	133	30	M4	£61145	213	213	30	520d SE	£34565	181	122	33	xDrive 20d Efficient Dynamics	£26760	161	119	24	1.6 HDI 160 Excl.	£25670	161	129	25					
320d xDrive Luxury	£33425	181	133	31	420i SE	£34910	181	154	30	520d Sport	£37365	181	124	37	xDrive 25d M Sport	£33540	215	154	27	5PSILON	5dr hatch	Another rebranded X3. Won't suit everyone	★★★★★		1.6 HDI 115 VTR	£22570	113	125	20
320d xDrive M Sport	£34075	181	133	31	420i Sport	£36410	181	154	31	520d M Sport	£37365	181	127	34	xDrive 20d Sport	£31995	118	122	15	1.6 HDI 115 VTR+	£24470	107	117	22					
330d SE	£35405	255	135	38	420i Luxury	£37410	181	159	31	525d SE	£39310	215	141	40	xDrive 18d SE	£31295	141	131	30	DELTA	5dr hatch	A competent enough rebranding of a Lancia. No looker	★★★★★		1.6 HDI 120 S-Series	£1995	118	122	15
330d Luxury	£37905	255	135	38	420i M Sport	£37910	181	159	31	525d Sport	£41215	215	141	40	xDrive 20d SE	£33295	181	140	30	YPSILON	5dr hatch	Another rebranded X3. Won't suit everyone	★★★★★		1.6 HDI 120 VTR	£22570	113	125	20
330d xDrive GT 5dr hatch	£38285	141	122	25	435d xDrive Luxury	£49100	308	151	42	5 SERIES GT 5dr hatch	£41595	255	139	40	xDrive 20d Sport	£36985	181	145	30	GRAND VOYAGER	5dr mpv	Spacious and well	★★★★★		1.6 HDI 115 VTR	£18265	81	104	9
meets 3-Series talent. Duller but decent	★★★★★																												
318d M Sport	£30575	141	122	25	435d xDrive M Sport	£49600	308	155	42	5 SERIES GRAN COUPE 4dr saloon	£41595	215	141	40	xDrive 20d Sport	£36985	181	145	30	CITROËN C-ZERO	5dr hatch	Well-engineered electric city car	★★★★★		1.6 HDI 115 VTR	£18265	81	104	9
318d SE	£29205	181	153	31	435d xDrive SE	£40575	181	153	31	5 SERIES GRAN COUPE 4dr saloon	£41595	215	141	40	xDrive 20d Sport	£36985	181	145	30	GRAND VOYAGER	5dr mpv	Spacious and well	★★★★★		1.6 HDI 115 VTR	£18265	81	104	9
320d xDrive Luxury	£32705	181	164	31	420d M Sport	£35495	181	128	30	535d SE	£50501	215	124	30	xDrive 20d Sport	£36985	181	145	30	CITROËN C-ZERO	5dr hatch	The cheapest of the Aygo triplets. Cut, but noisy and basic	★★★★★		1.6 HDI 115 VTR	£18265	81	104	9
320d xDrive M Sport	£33065	181	161	31	420d xDrive SE	£33955	181	129	30	535d Sport	£50501	215	124	30	xDrive 20d Sport	£36985	181	145	30	CITROËN C-ZERO	5dr hatch	The cheapest of the Aygo triplets. Cut, but noisy and basic	★★★★★		1.6 HDI 115 VTR	£18265	81	104	9
320d xDrive SE	£30705	181	161	31	420d xDrive M Sport	£34105	181	161	31	535d M Sport	£50501	215	124	30	xDrive 20d Sport	£36985	181	145	30	CITROËN C-ZERO	5dr hatch	The cheapest of the Aygo triplets. Cut, but noisy and basic	★★★★★		1.6 HDI 115 VTR	£18265	81	104	9
320d xDrive Sport	£31705	181	161	31	420i Sport	£34460	181	164	31	535d Luxury	£50501	215	124	30	xDrive 20d Sport	£36985	181	145	30	CITROËN C-ZERO	5dr hatch	The cheapest of the Aygo triplets. Cut, but noisy and basic	★★★★★		1.6 HDI 115 VTR	£18265	81	104	9
320d SE	£32405	242	156	36	420i Luxury	£34605	181	164	31	535d SE	£50501	215	124	30	xDrive 20d Sport	£36985	181	145	30	CITROËN C-ZERO	5dr hatch	The cheapest of the Aygo triplets. Cut, but noisy and basic	★★★★★		1.6 HDI 115 VTR	£18265	81	104	9
320d Luxury	£31575	141	119	24	428i M Sport	£36520	245	156	34	535d M Sport	£51865	215	124	30	xDrive 20d Sport	£36985	181	145	30	CITROËN C-ZERO	5dr hatch	The cheapest of the Aygo triplets. Cut, but noisy and basic	★★★★★		1.6 HDI 115 VTR	£18265	81	104	9
318d Sport	£31575	141	119	24	428i Sport	£36520	245	156	34	535d Sport	£51865	215	124	30	xDrive 20d Sport	£36985	181	145	30	CITROËN C-ZERO	5dr hatch	The cheapest of the Aygo triplets. Cut, but noisy and basic	★★★★★		1.6 HDI 115 VTR	£18265	81	104	9
320d xDrive SE	£33405	242	156	36	420i xDrive Luxury	£34160	181	161	30	535d M Sport	£51865	215	124	30	xDrive 20d Sport	£36985	181	145	30	CITROËN C-ZERO	5dr hatch	The cheapest of the Aygo triplets. Cut, but noisy and basic	★★★★★		1.6 HDI 115 VTR	£18265	81	104	9
320d xDrive M Sport	£34035	242	156																										

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group							
1.6 HDi 90 VTR+	£19710	91	110	15	500 3dr hatch Super desirable, cute city car. Pleasant if not involving, to drive	£11285	76	132	8	1.0T 100 EcoBoost Titanium X	£12285	99	103	10							
1.6 e-HDI 90 VTR+ ETG6	£20410	91	98	15	1.0T 115 VTR+	£15550	103	92	10	1.0T 125 EcoBoost Zetec	£12785	76	132	8							
1.6 e-HDI 115 VTR+ ETG6	£20510	113	105	18	0.9 TwinAir 105 60	£14375	85	90	13	1.0T 125 EcoBoost Zetec S	£20045	123	108	14							
1.6 e-HDI 115 VTR+ ETG6	£21010	113	104	18	0.9 TwinAir 105 Lounge	£14875	85	90	13	1.0T 125 EcoBoost Titanium	£20295	123	108	14							
1.6 e-HDI 115 VTR+ ETG6	£21810	113	105	17	0.9 TwinAir 105 S	£13850	103	92	10	1.0T 125 EcoBoost Titanium X	£22295	123	108	14							
1.6 e-HDI 115 VTR+ ETG6	£24210	113	105	18	0.9 TwinAir 85 GO	£15070	84	99	10	1.5T 120 EcoBoost S	£20545	148	137	14							
2.0 Blue HDi 150 Excl.	£23010	148	110	22	1.2 Colour Therapy	£11220	68	113	9	1.5T 150 EcoBoost Titanium	£20795	148	137	14							
2.0 Blue HDi 150 Excl.	£25410	148	113	24	1.2 GO	£13670	68	113	9	1.5T 150 EcoBoost Titanium X	£25120	180	137	14							
GRAND C4 PICASSO 5dr mpv	£25410	148	113	24	1.3 MultiJet 60	£16070	94	97	14	1.8 4V Easy	£11445	68	115	5							
Plushness and an improved dynamic make for a better car. ★★★★☆	★★★★★	0.9 TwinAir 85 Lounge	£13220	84	92	10	1.2 Studio Connect	£9445	68	115	3	1.8 4V Sport	£12785	99	103	10					
1.6 VTi 120 VTR	£19460	118	145	13	0.9 TwinAir 85 S	£13370	84	92	12	1.2 Studio	£8945	68	115	3	1.8 4V Studio	£18795	123	108	14		
1.6 VTi 120 VTR+	£20720	118	145	13	0.9 TwinAir 85 Colour Therapy	£14240	84	99	10	1.2 Edge	£9495	68	115	3	1.8 4V Edge	£1845	123	146	14		
1.6 THP 155 Excl.	£23020	154	139	21	0.9 TwinAir 85 GO	£14720	84	99	10	1.2 Zetec	£10695	68	115	3	1.8 4V Zetec	£19545	123	146	14		
1.6 THP 155 Excl.+	£25420	154	142	22	0.9 TwinAir 105 Cuit	£15200	103	92	10	1.2 Titanium	£11195	68	115	3	2.0T 125 EcoBoost ST	£22195	247	159	14		
1.6 e-HDI 90 ETG6 VTR	£20850	91	98	15	1.2 Pop	£10420	68	113	5	1.2 MultiJet 60	£11445	68	115	5	2.0T 125 EcoBoost ST-2	£23695	247	159	14		
1.6 e-HDI 90 ETG6 VTR+	£22210	91	98	15	1.2 Lounge	£11820	68	113	6	1.2 MultiJet 60	£11445	68	115	5	2.0T 125 EcoBoost ST-3	£25995	247	159	14		
1.6 e-HDI 115 VTR+	£22210	113	105	19	1.2 S	£11970	68	113	9	1.0T 120 EcoBoost 100 Zetec	£15395	99	119	10	2.0T 125 EcoBoost ST-3	£25995	247	159	14		
1.6 e-HDI 115 Excl.	£23510	113	105	18	1.2 Cult	£13320	68	113	9	1.0T 120 EcoBoost 100 Titanium	£16595	99	119	10	2.0T 125 EcoBoost ST-3	£25995	247	159	14		
1.6 e-HDI 115 Excl.+	£25910	113	105	19	1.4T Jet Abarth	£14255	133	155	26	1.0T 120 EcoBoost 125 Zetec S	£15995	119	99	13	2.0T 125 EcoBoost ST-3	£25995	247	159	14		
2.0 Blue HDi 150 Excl.	£24710	148	110	24	1.3 MultiJet Lounge	£14220	94	97	15	1.0T 120 EcoBoost 125 Zetec S-S	£17195	118	99	13	2.0T 125 EcoBoost ST-3	£25995	247	159	14		
2.0 Blue HDi 150 Excl.+	£27110	148	113	25	1.3 MultiJet S	£14370	94	97	14	1.0T 120 EcoBoost 125 Titanium	£17195	118	99	13	2.0T 125 EcoBoost ST-3	£25995	247	159	14		
DACIA					1.3 MultiJet Cult	£15720	94	97	14	1.0T 120 EcoBoost 125 Titanium X	£17895	94	101	11	2.0T 125 EcoBoost ST-3	£25995	247	159	14		
SANDERO 5dr hatch					1.0T 120 EcoBoost 125 Titanium X	£17895	94	101	11	1.4 8V Studio	£11445	68	115	5	2.0T 125 EcoBoost ST-3	£25995	247	159	14		
A clever budget prospect. But its limitations are unavoidable	★★★★★	0.9 TwinAir 85 Lounge	£18170	103	92	15	1.4 8V Edge	£12285	76	132	8	1.4 8V Easy	£12285	76	132	8	2.0T 125 EcoBoost ST-3	£25995	247	159	14
0.9 TCe Ambiance	£7595	89	116	6	0.9 TwinAir 85 S	£16500	103	92	15	1.4 8V Zetec	£12785	76	132	8	1.4 8V Studio	£18795	123	108	14		
0.9 TCe Laureate	£8795	89	116	7	0.9 TwinAir 85 Colour Therapy	£16650	94	92	15	1.4 8V Zetec	£14375	85	90	13	1.6 105 Style	£16795	103	136	11		
0.9 TCe Stepway Ambiance	£8395	89	124	7	0.9 TwinAir 85 GO	£14970	84	92	15	1.4 8V Zetec	£14875	85	90	13	1.6 105 Studio	£18045	123	108	14		
0.9 TCe Stepway Laureate	£9995	89	124	8	0.9 TwinAir 85 S	£16170	84	92	15	1.4 8V Zetec	£14945	85	90	13	1.6 105 Studio	£18045	123	108	14		
1.2 Access	£5995	74	135	2	1.2 Colour Therapy	£13770	68	113	10	1.6 105 Studio	£11445	68	115	5	1.6 105 Studio	£18045	123	108	14		
1.2 Ambiance	£6795	74	135	2	1.2 Lounge	£16490	68	113	10	1.6 105 Studio	£11445	68	115	5	1.6 105 Studio	£18045	123	108	14		
1.2 Laureate	£7995	74	135	2	1.2 S	£14970	68	113	10	1.6 105 Studio	£11445	68	115	5	1.6 105 Studio	£18045	123	108	14		
1.5 dCi Ambiance	£8595	89	99	8	1.2 Cult	£13320	68	113	9	1.6 105 Studio	£11445	68	115	5	1.6 105 Studio	£18045	123	108	14		
1.5 dCi Laureate	£9795	89	99	9	1.4T Jet Abarth	£14255	133	155	26	1.6 105 Studio	£11445	68	115	5	1.6 105 Studio	£18045	123	108	14		
1.5 dCi Stepway Ambiance	£9395	89	105	10	1.3 MultiJet 60	£15200	103	92	10	1.6 105 Studio	£11445	68	115	5	1.6 105 Studio	£18045	123	108	14		
1.5 dCi Stepway Laureate	£10995	89	105	11	1.4 16v Turbo 7-Jet Abarth	£16005	133	155	27	1.6 105 Studio	£11445	68	115	5	1.6 105 Studio	£18045	123	108	14		
LOGAN MCV 5dr estate					0.9 TwinAir 85 Lounge	£15900	84	92	15	1.6 105 Studio	£11445	68	115	5	1.6 105 Studio	£18045	123	108	14		
Lacks its stilettos, charm. Certainly retains the cheap.	★★★★★	0.9 TwinAir 85 S	£16900	84	92	15	1.6 105 Studio	£11445	68	115	5	1.6 105 Studio	£18045	123	108	14					
0.9 Ambiance	£8595	89	116	6	0.9 TwinAir 85 S-S	£16500	103	92	15	1.6 105 Studio	£11445	68	115	5	1.6 105 Studio	£18045	123	108	14		
0.9 Laureate	£9795	89	116	11	0.9 TwinAir 85 Colour Therapy	£16650	94	92	15	1.6 105 Studio	£11445	68	115	5	1.6 105 Studio	£18045	123	108	14		
1.2 Access	£6995	74	135	4	0.9 TwinAir 85 GO	£14970	84	92	15	1.6 105 Studio	£11445	68	115	5	1.6 105 Studio	£18045	123	108	14		
1.2 Ambiance	£7795	74	135	4	0.9 TwinAir 85 S	£16170	84	92	15	1.6 105 Studio	£11445	68	115	5	1.6 105 Studio	£18045	123	108	14		
FERRARI					1.0T 120 EcoBoost 100 Zetec	£16190	94	97	11	1.6 105 Studio	£11445	68	115	5	1.6 105 Studio	£18045	123	108	14		
F12 2dr coupé					1.0T 120 EcoBoost 100 Zetec X	£16190	94	97	11	1.6 105 Studio	£11445	68	115	5	1.6 105 Studio	£18045	123	108	14		
Proper V12 Ferrari with serious exclusivity and appeal	★★★★★	1.0T 120 EcoBoost 100 Zetec X	£16190	94	97	11	1.6 105 Studio	£11445	68	115	5	1.6 105 Studio	£18045	123	108	14					
£239352 730 350 50	£239352	730	350	50	1.0T 120 EcoBoost 100 Zetec X-S	£16190	94	97	11	1.6 105 Studio	£11445	68	115	5	1.6 105 Studio	£18045	123	108	14		
FF 2dr coupé					1.0T 120 EcoBoost 100 Zetec X-S	£16190	94	97	11	1.6 105 Studio	£11445	68	115	5	1.6 105 Studio	£18045	123	108	14		
Four-door Ferrari estate has appeal but lacks classic DNA	★★★★★	1.0T 120 EcoBoost 100 Zetec X-S	£16190	94	97	11	1.6 105 Studio	£11445	68	115	5	1.6 105 Studio	£18045	123	108	14					
6.3 V12	£227077	651	360	50	1.0T 120 EcoBoost 100 Zetec X-S	£16190	94	97	11	1.6 105 Studio	£11445	68	115	5	1.6 105 Studio	£18045	123	108	14		
CALIFORNIA 2dr open					1.0T 120 EcoBoost 100 Zetec X-S	£16190	94	97	11	1.6 105 Studio	£11445	68	115	5	1.6 105 Studio	£18045	123	108	14		
Sleek, comfortable and fast. A real improvement	★★★★★	1.0T 120 EcoBoost 100 Zetec X-S	£16190	94	97	11	1.6 105 Studio	£11445	68	115	5	1.6 105 Studio	£18045	123	108	14					
4.3 V8	£152086	483	270	50	1.0T 120 EcoBoost 100 Zetec X-S	£16190	94	97	11	1.6 105 Studio	£11445	68	115	5	1.6 105 Studio	£18045	123	108	14		
3.9 V8 T	£154490	552	250	50	1.0T 120 EcoBoost 100 Zetec X-S	£16190	94	97	11	1.6 105 Studio	£11445	68	115	5	1.6 105 Studio	£18045	123	108	14		
458 2dr coupé					1.0T 120 EcoBoost 100 Zetec X-S	£16190	94	97	11	1.6 105 Studio	£11445	68	115	5	1.6 105 Studio	£18045	123	108	14		
The complete supercar. Calm ride, explosive performance	★★★★★	1.0T 120 EcoBoost 100 Zetec X-S	£16190	94	97	11	1.6 105 Studio	£11445	68	115	5	1.6 105 Studio	£11445	68	115	5	1.6 105 Studio	£18045	123	108	14
458 Italia	£178461	570	307	50	1.0T 120 EcoBoost 100 Zetec X-S	£16190	94	97	11	1.6 105 Studio	£11445	68	115	5	1.6 105 Studio	£18045	123	108	14		
458 Spider 2dr open					1.0T 120 EcoBoost 100 Zetec X-S	£16190	94	9													

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Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
KUGA 5dr 4x4 Bigger Kuga has taken a stylistic step backwards, but the strengths remain ★★★★★					CIVIC 5dr hatch A real contender, but the lack of rear legroom is a hinderance ★★★★★					130 5dr hatch As good as we've come to expect, but not one inch better ★★★★★					3.0 S-C 340 S					3.0 V6 CRD Ltd				
2.0 TDCi 180 Titanium X Sport £32045 178 135 22	£16995	99	129	8	1.4 i-VTEC S	£16995	99	129	8	1.4 100 Class	£15210	98	139	7	2.0 d 163 SE	£4870	335	335	10	2.0 d CRD 4WD sn au	£27605	134	183	17
1.6 i50 EcoBoost Titanium X-S £28350 148 154 20	£17990	99	129	7	1.4 i-VTEC S-T	£17990	99	129	7	1.4 100 Active	£16310	98	139	7	2.0 d 163 R-Sport	£29715	161	199	-	2.0 CRD 1X-4 4WD	£28205	134	158	19
1.6 i52 EcoBoost Titanium X-S £32510 180 179 23	£24640	118	98	16	1.6 i-TEC EX Plus	£24640	118	98	16	1.4 100 Style	£17310	98	143	7	2.0 d 163 Portfolio	£32325	161	199	-	SORENTO 5dr 4x4 Big and dependable, but unlovable ★★★★★				
2.0 TDCi 140 Titan X Sport 2WD £29750 138 139 22	£20375	99	129	9	1.6 i-TEC S	£20375	99	129	9	1.4 100 Style Nav	£18430	98	143	7	2.0 d 163 SE	£30275	178	109	-	2.2 CRD 1X-1	£26995	194	155	21
2.0 TDCi 163 Titanium X Sport £31750 138 154 24	£21960	98	149	15	1.6 i-TEC SE Plus	£21960	98	149	15	1.6 120 Active auto	£17710	118	159	9	2.0 d 160 Prestige	£31275	178	109	-	2.2 CRD 1X-2	£29400	194	155	21
1.6 i50 EcoBoost Zetec 2WD £21000 148 154 20	£16995	99	146	16	1.6 i-TEC SE Plus-T	£22505	118	94	16	1.6 120 Premium	£20425	118	149	16	2.0 d 180 R-Sport	£30325	178	109	-	2.2 CRD 1X-3	£30500	194	155	22
1.5 i50 EcoBoost Zetec 2WD £21000 148 154 20	£16995	99	146	16	1.6 i-TEC SR	£24360	118	94	16	1.6 CRD 110 Blue Drive Class	£17495	109	111	10	2.0 d 180 Portfolio	£33675	178	109	-	2.2 CRD 1X-4	£36805	194	178	27
1.5 i51 EcoBoost Titanium X £22645 148 154 20	£17920	118	94	15	1.6 i-TEC S-T	£25255	99	145	16	1.6 CRD 110 Blue Drive Active	£18595	109	117	11	1.6 CRD 110 Blue Drive Active	£18595	109	117	11	KIA PICANTO 3dr hatch Cost effective and surprisingly good, nice drive and cabin ★★★★★				
1.5 i51 EcoBoost Titanium X £25395 148 154 20	£17920	118	94	15	1.8 i-VTEC EX Plus	£19255	140	137	15	1.6 CRD 110 Blue Drive Style	£19895	126	100	13	2.0 d 163 Prestige	£29715	161	199	-	1.6 CRD 110 Blue Drive Style	£18595	109	117	11
1.6 i50 EcoBoost Titanium X £25350 148 154 20	£17920	118	94	15	1.8 i-VTEC EX Plus	£19255	140	137	15	1.6 CRD 110 Blue Drive Style	£22415	126	108	13	2.0 d 163 Portfolio	£32975	161	199	-	1.6 CRD 110 Blue Drive Style	£18595	109	117	11
1.6 i50 EcoBoost Titanium X £25095 148 154 20	£17920	118	94	15	1.8 i-VTEC EX Plus	£19255	140	137	15	1.6 CRD 110 Blue Drive Style	£21015	126	100	13	2.0 d 163 Premium	£35795	161	129	3	1.6 CRD 110 Blue Drive Style	£18595	109	117	11
1.5 i51 Titanium X Sport £28345 148 154 20	£17920	118	94	15	1.8 i-VTEC EX Plus-T	£21500	99	145	15	1.6 CRD 110 Blue Drive Style	£18005	118	150	9	2.0 d 163 R-Sport	£33995	161	129	3	1.6 CRD 110 Blue Drive Style	£18595	109	117	11
1.6 i51 EcoBoost Zetec 2WD £25160 180 179 20	£17920	118	94	15	1.8 i-VTEC SR	£23355	99	145	15	1.6 CRD 110 Blue Drive Style	£18005	118	150	9	2.0 d 180 R-Sport	£34540	197	139	17	1.6 CRD 110 Blue Drive Style	£18595	109	117	11
1.5 i51 EcoBoost Zetec 2WD £25160 180 179 20	£17920	118	94	15	1.8 i-VTEC SR	£19800	140	137	15	1.6 CRD 110 Blue Drive Style	£18005	118	150	9	2.0 d 180 Portfolio	£33735	126	159	11	1.6 CRD 110 Blue Drive Style	£18595	109	117	11
1.6 i51 EcoBoost Zetec 2WD £25160 180 179 20	£17920	118	94	15	1.8 i-VTEC SR	£19800	140	137	15	1.6 CRD 110 Blue Drive Style	£18005	118	150	9	2.0 d 180 Premium	£34810	198	99	6	1.6 CRD 110 Blue Drive Style	£18595	109	117	11
1.6 i51 EcoBoost Zetec 2WD £25160 180 179 20	£17920	118	94	15	1.8 i-VTEC SR	£19800	140	137	15	1.6 CRD 110 Blue Drive Style	£18005	118	150	9	2.0 d 180 Premium	£34810	198	99	6	1.6 CRD 110 Blue Drive Style	£18595	109	117	11
1.6 i51 EcoBoost Zetec 2WD £25160 180 179 20	£17920	118	94	15	1.8 i-VTEC SR	£19800	140	137	15	1.6 CRD 110 Blue Drive Style	£18005	118	150	9	2.0 d 180 Premium	£34810	198	99	6	1.6 CRD 110 Blue Drive Style	£18595	109	117	11
1.6 i51 EcoBoost Zetec 2WD £25160 180 179 20	£17920	118	94	15	1.8 i-VTEC SR	£19800	140	137	15	1.6 CRD 110 Blue Drive Style	£18005	118	150	9	2.0 d 180 Portfolio	£33735	126	159	11	1.6 CRD 110 Blue Drive Style	£18595	109	117	11
1.6 i51 EcoBoost Zetec 2WD £25160 180 179 20	£17920	118	94	15	1.8 i-VTEC SR	£19800	140	137	15	1.6 CRD 110 Blue Drive Style	£18005	118	150	9	2.0 d 180 Premium	£34810	198	99	6	1.6 CRD 110 Blue Drive Style	£18595	109	117	11
1.6 i51 EcoBoost Zetec 2WD £25160 180 179 20	£17920	118	94	15	1.8 i-VTEC SR	£19800	140	137	15	1.6 CRD 110 Blue Drive Style	£18005	118	150	9	2.0 d 180 Premium	£34810	198	99	6	1.6 CRD 110 Blue Drive Style	£18595	109	117	11
1.6 i51 EcoBoost Zetec 2WD £25160 180 179 20	£17920	118	94	15	1.8 i-VTEC SR	£19800	140	137	15	1.6 CRD 110 Blue Drive Style	£18005	118	150	9	2.0 d 180 Portfolio	£33735	126	159	11	1.6 CRD 110 Blue Drive Style	£18595	109	117	11
1.6 i51 EcoBoost Zetec 2WD £25160 180 179 20	£17920	118	94	15	1.8 i-VTEC SR	£19800	140	137	15	1.6 CRD 110 Blue Drive Style	£18005	118	150	9	2.0 d 180 Premium	£34810	198	99	6	1.6 CRD 110 Blue Drive Style	£18595	109	117	11
1.6 i51 EcoBoost Zetec 2WD £25160 180 179 20	£17920	118	94	15	1.8 i-VTEC SR	£19800	140	137	15	1.6 CRD 110 Blue Drive Style	£18005	118	150	9	2.0 d 180 Premium	£34810	198	99	6	1.6 CRD 110 Blue Drive Style	£18595	109	117	11
1.6 i51 EcoBoost Zetec 2WD £25160 180 179 20	£17920	118	94	15	1.8 i-VTEC SR	£19800	140	137	15	1.6 CRD 110 Blue Drive Style	£18005	118	150	9	2.0 d 180 Portfolio	£33735	126	159	11	1.6 CRD 110 Blue Drive Style	£18595	109	117	11
1.6 i51 EcoBoost Zetec 2WD £25160 180 179 20	£17920	118	94	15	1.8 i-VTEC SR	£19800	140	137	15	1.6 CRD 110 Blue Drive Style	£18005	118	150	9	2.0 d 180 Premium	£34810	198	99	6	1.6 CRD 110 Blue Drive Style	£18595	109	117	11
1.6 i51 EcoBoost Zetec 2WD £25160 180 179 20	£17920	118	94	15	1.8 i-VTEC SR	£19800	140	137	15	1.6 CRD 110 Blue Drive Style	£18005	118	150	9	2.0 d 180 Portfolio	£33735	126	159	11	1.6 CRD 110 Blue Drive Style	£18595	109	117	11
1.6 i51 EcoBoost Zetec 2WD £25160 180 179 20	£17920	118	94	15	1.8 i-VTEC SR	£19800	140	137	15	1.6 CRD 110 Blue Drive Style	£18005	118	150	9	2.0 d 180 Premium	£34810	198	99	6	1.6 CRD 110 Blue Drive Style	£18595	109	117	11
1.6 i51 EcoBoost Zetec 2WD £25160 180 179 20	£17920	118	94	15	1.8 i-VTEC SR	£19800	140	137	15	1.6 CRD 110 Blue Drive Style	£18005	118	150	9	2.0 d 180 Premium	£34810	198	99	6	1.6 CRD 110 Blue Drive Style	£18595	109	117	11
1.6 i51 EcoBoost Zetec 2WD £25160 180 179 20	£17920	118	94	15	1.8 i-VTEC SR	£19800	140	137	15	1.6 CRD 110 Blue Drive Style	£18005	118	150	9	2.0 d 180 Portfolio	£33735	126	159	11	1.6 CRD 110 Blue Drive Style	£18595	109	117	11
1.6 i51 EcoBoost Zetec 2WD £25160 180 179 20	£17920	118	94	15	1.8 i-VTEC SR	£19800	140	137	15	1.6 CRD 110 Blue Drive Style	£18005	118	150	9	2.0 d 180 Premium	£34810	198	99	6	1.6 CRD 110 Blue Drive Style	£18595	109	117	11
1.6 i51 EcoBoost Zetec 2WD £25160 180 179 20	£17920	118	94	15	1.8 i-VTEC SR	£19800	140	137	15	1.6 CRD 110 Blue Drive Style	£18005	118	150	9	2.0 d 180 Portfolio	£33735	126	159	11	1.6 CRD 110 Blue Drive Style	£18595	109	117	11
1.6 i51 EcoBoost Zetec 2WD £25160 180 179 20	£17920	118	94	15	1.8 i-VTEC SR	£19800	140	137	15	1.6 CRD 110 Blue Drive Style	£18005	118	150	9	2.0 d 180 Premium	£34810	198	99	6	1.6 CRD 110 Blue Drive Style	£18595	109	117	11
1.6 i51 EcoBoost Zetec 2WD £25160 180 179 20	£17920	118	94	15	1.8 i-VTEC SR	£19800	140	137	15	1.6 CRD 110 Blue Drive Style	£18005	118	150	9	2.0 d 180 Portfolio	£33735	126	159	11	1.6 CRD 110 Blue Drive Style	£18595	109	117	11
1.6 i51 EcoBoost Zetec 2WD £25160 180 179 20	£17920	118	94	15	1.8 i-VTEC SR	£19800	140	137	15	1.6 CRD 110 Blue Drive Style	£18005	118	150	9	2.0 d 180 Premium	£34810	198	99	6	1.6 CRD 110 Blue Drive Style	£18595	109	117	11
1.6 i51 EcoBoost Zetec 2WD £25160 180 179 20	£17920	118	94	15	1.8 i-VTEC SR	£19800	140	137	15	1.6 CRD 110 Blue Drive Style	£18005	118	150	9	2.0 d 180 Portfolio	£33735	126	159	11	1.6 CRD 110 Blue Drive Style	£18595	109	117	11
1.6 i51 EcoBoost Zetec 2WD £25160 180 179 20	£17920	118	94	15	1.8 i-VTEC SR	£19800	140	137	15	1.6 CRD 110 Blue Drive Style	£18005	118	150	9	2.0 d 180 Premium	£34810	198	99	6	1.6 CRD 110 Blue Drive Style	£18595	109	1	

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
450h Luxury	£5495	338	149	42	2.2D 175 Sport Nav	£27095	173	119	23	C250 Bluetec SE	£33220	201	117	33	CL 2dr coupé	£22075	121	133	18	1.6 JCW Media Pack	£30240	215	172	33
450h F Sport	£51495	338	145	42	2.0 145 SE-L	£21315	143	131	16	C63 AMG	£60995	469	196	47	sports car	£23695	121	133	18	1.6 Chili-Sport-Media	£30135	215	172	33
450h Premier	£51495	338	141	42	2.2D 150 SE	£22895	148	116	21	C63 AMG S	£67745	503	196	47	CL500	£95545	429	227	50	1.6 JCW Chili-Media Pack	£31190	215	172	33
LS 4dr saloon	Uninspiring luxury barge with a huge kit list attached				2.2D 150 SE-L	£23695	148	116	19	C200 Sport	£30050	181	128	31	CL63 AMG	£118855	536	244	50	1.6 Sport-Chili-Media Pack	£21530	121	133	18
460 Luxury	£71995	382	249	48	2.2D 150 Sport Nav	£24395	148	116	19	C220 Bluetec Sport	£31675	181	128	31	CL65 AMG	£164840	621	334	50	1.6T S	£22680	121	133	18
460 F-Sport	£74495	382	249	49	2.2D 150 Sport Nav	£26695	148	116	21	C220 Bluetec AMG Line	£34055	168	108	31	AMG GT 2dr coupé	Clever and handsome replacement for the SLS. Different, but very good				1.6T S	£21050	181	139	30
600h L Premier	£99995	439	139	50	average package	★★★★★				C220 Bluetec Sport	£35215	201	117	33	1.6T S Highgate	£24080	181	139	32	1.6D One P'per-Md. 2WD	£20345	89	115	13
NX 5dr hatch	Some good ideas, but dramatically off the pace to drive				2.0 Skystream-G 165 SE-L Nav	£22595	162	139	15	C250 Bluetec Sport	£35610	201	117	33	1.6D Sport Media Pack	£22410	121	133	30	1.6D Cooper 2WD	£19370	110	115	18
300h S 2WD	£29495	195	116	29	2.0 Skystream-G 165 SE-L	£21895	162	139	16	C250 Bluetec Sport	£35610	201	117	33	1.6D Sport Pack	£22845	181	139	30	1.6D C'per P'per 2WD	£20510	110	115	18
300h SE	£31495	195	121	31	2.2D Skystream-G 150 SE-L Nav	£23695	148	116	19	C200 Sport	£30050	181	128	31	1.6D Sport-Chili-Media Pack	£22680	121	133	18	1.6D One Med. 2WD	£19015	89	115	13
300h Luxury	£34495	195	121	31	2.2D Skystream-G 150 SE-L Lux	£25295	148	116	20	C220 Bluetec Sport	£32560	168	108	31	1.6D Sport-Chili-Media Pack	£21050	181	139	30	1.6D One Med. 2WD	£19420	89	115	13
300h F Sport	£36995	195	121	33	2.2D Skystream-G 150 SE-L Nav	£25995	148	116	20	C220 Bluetec Sport	£32560	168	108	31	1.6D Sport Pack	£24080	181	139	32	1.6D One P'per-Md. 2WD	£20345	89	115	13
600h L Premier Night View	£101515	439	139	50	average package	★★★★★				C250 Bluetec Sport	£35215	201	117	33	1.6D Sport Media Pack	£22075	121	133	18	1.6 JCW Media Pack	£30240	215	172	33
NX 5dr hatch	Some good ideas, but dramatically off the pace to drive				2.0 Skystream-G 165 SE-L	£21895	162	139	16	C250 Bluetec Sport	£35610	201	117	33	1.6D Sport Pack	£22680	121	133	18	1.6 JCW Chili-Media Pack	£31190	215	172	33
300h S 2WD	£29495	195	116	29	2.0 Skystream-G 165 Sport	£24895	162	139	16	E-CLASS 4dr saloon	Return to the old Merc qualities. Refined and relaxing				1.6D Sport-Chili-Media Pack	£22310	181	139	30	1.6D C'per P'per 2WD	£21170	110	115	18
300h SE	£31495	195	121	31	2.2D Skystream-G 150 SE-L	£24395	148	116	19	C200 Sport	£30050	181	128	31	1.6D Sport-Chili-Media Pack	£22680	121	133	18	1.6D One P'per 2WD	£19015	89	115	13
300h Luxury	£34495	195	121	31	2.2D Skystream-G 150 SE-L Lux	£25295	148	116	20	C220 Bluetec Sport	£32560	168	108	31	1.6D Sport Pack	£24080	181	139	32	1.6D One P'per-Md. 2WD	£20345	89	115	13
300h F Sport	£36995	195	121	33	2.2D Skystream-G 150 SE-L Nav	£25995	148	116	20	C220 Bluetec Sport	£32560	168	108	31	1.6D Sport Media Pack	£22410	121	133	30	1.6D Cooper 2WD	£19370	110	115	18
600h L Premier	£99995	439	139	50	average package	★★★★★				C250 Bluetec Sport	£35215	201	117	33	1.6D Sport Pack	£22845	181	139	30	1.6D C'per P'per 2WD	£20510	110	115	18
LOTUS	★★★★★				2.0 Skystream-G 165 SE-L	£21895	162	139	16	E-CLASS 4dr saloon	Return to the old Merc qualities. Refined and relaxing				1.6D Sport-Chili-Media Pack	£22310	181	139	30	1.6D C'per P'per-Md 2WD	£21170	110	115	18
ELISE 2dr open	Pure sports car. Great chassis and steering, low running costs				2.0 Skystream-G 165 Sport	£24895	162	139	16	C200 Sport	£30050	181	128	31	1.6D Sport-Chili-Media Pack	£22680	121	133	18	1.6D C'per P'per 2WD	£19015	89	115	13
1.6 Club Racer	£28580	134	149	43	2.2D Skystream-G 150 SE-L	£24395	148	116	19	C220 Bluetec Sport	£32560	168	108	31	1.6D Sport Pack	£24080	181	139	32	1.6D One Med. 2WD	£19420	89	115	13
1.6	£9290	134	149	43	2.2D Skystream-G 150 SE-L	£25295	148	116	20	C220 Bluetec Sport	£32560	168	108	31	1.6D Sport Media Pack	£22410	121	133	30	1.6D Cooper 2WD	£19370	110	115	18
1.6 Sport	£30500	134	149	43	2.2D Skystream-G 150 SE-L	£25995	148	116	20	C220 Bluetec Sport	£32560	168	108	31	1.6D Sport Pack	£22845	181	139	30	1.6D C'per P'per 2WD	£20510	110	115	18
1.8 S	£37205	217	175	43	2.2D Skystream-G 150 SE-L	£26695	148	116	20	C220 Bluetec Sport	£32560	168	108	31	1.6D Sport-Chili-Media Pack	£22680	121	133	18	1.6D Cooper 2WD	£19370	110	115	18
EXIGE 2dr coupé	Sharp, uncompromising track car. Unforgiving on road				2.0 Skystream-G 150 SE-L	£26695	148	116	20	E-CLASS 5dr estate	Return to the old Merc qualities. Refined and relaxing				1.6D Sport-Chili-Media Pack	£22310	181	139	30	1.6D C'per P'per-Md 2WD	£21170	110	115	18
1.8	£18495	125	167	21	2.0 Skystream-G 150 SE-L	£27095	173	119	23	C200 Sport	£30050	181	128	31	1.6D Sport Pack	£23695	121	133	18	1.6D C'per P'per 2WD	£20510	110	115	18
3.5 V6	£51495	345	217	47	2.0 Skystream-G 150 SE-L	£27095	173	119	23	C220 Bluetec Sport	£32560	168	108	31	1.6D Sport-Chili-Media Pack	£22680	121	133	18	1.6D C'per P'per-Md 2WD	£21170	110	115	18
3.5 V6+2	£54980	216	217	50	2.0 Skystream-G 150 SE-L	£27095	173	119	23	C220 Bluetec Sport	£32560	168	108	31	1.6D Sport Pack	£22845	181	139	30	1.6D Cooper 2WD	£19370	110	115	18
3.5 V6 Sp. Racer	£58850	216	217	50	2.0 Skystream-G 150 SE-L	£27095	173	119	23	E-CLASS 5dr estate	Return to the old Merc qualities. Refined and relaxing				1.6D Sport-Chili-Media Pack	£22310	181	139	30	1.6D C'per P'per-Md 2WD	£21170	110	115	18
3.5 V6 S	£62290	345	229	50	2.0 Skystream-G 150 SE-L	£27095	173	119	23	C200 Sport	£30050	181	128	31	1.6D Sport Pack	£23695	121	133	18	1.6D Cooper 2WD	£19370	110	115	18
3.5 V6 S+2	£64190	345	229	50	2.0 Skystream-G 150 SE-L	£27095	173	119	23	C220 Bluetec Sport	£32560	168	108	31	1.6D Sport-Chili-Media Pack	£22680	121	133	18	1.6D Cooper 2WD	£19370	110	115	18
3.5 V6 Sp. Racer	£66850	345	229	50	2.0 Skystream-G 150 SE-L	£27095	173	119	23	E-CLASS 5dr estate	Return to the old Merc qualities. Refined and relaxing				1.6D Sport Pack	£22845	181	139	30	1.6D Cooper 2WD	£19370	110	115	18
MASERATI	★★★★★				2.0 Skystream-G 150 SE-L	£27095	173	119	23	C220 Bluetec Sport	£32560	168	108	31	1.6D Sport-Chili-Media Pack	£22680	121	133	18	1.6D Cooper 2WD	£19370	110	115	18
GHIBLI 4dr saloon	Sublime combination of pliant ride and sweet handling				2.0 Skystream-G 150 SE-L	£27095	173	119	23	E-CLASS 5dr estate	Return to the old Merc qualities. Refined and relaxing				1.6D Sport Pack	£22845	181	139	30	1.6D Cooper 2WD	£19370	110	115	18
3.0 V6	£52275	325	223	50	2.0 Skystream-G 150 SE-L	£27095	173	119	23	C200 Sport	£30050	181	128	31	1.6D Sport-Chili-Media Pack	£22680	121	133	18	1.6D Cooper 2WD	£19370	110	115	18
3.0 V6 S	£63415	404	246	50	2.0 Skystream-G 150 SE-L	£27095	173	119	23	C220 Bluetec Sport	£32560	168	108	31	1.6D Sport Pack	£22845	181	139	30	1.6D Cooper 2WD	£19370	110	115	18
3.0D V6	£68830	271	158	50	2.0 Skystream-G 150 SE-L	£27095	173	119	23	E-CLASS 5dr estate	Return to the old Merc qualities. Refined and relaxing				1.6D Sport Pack	£22845	181	139	30	1.6D Cooper 2WD	£19370	110	115	18
QUATTROPORTE 4dr saloon	Not quite as sophisticated as it might have been.				2.0 Skystream-G 150 SE-L	£27095	173	119	23	C200 Sport	£30050	181	128	31	1.6D Sport Pack	£22845	181	139	30	1.6D Cooper 2WD	£19370	110	115	18
3.0 V6	£80095	404	246	50	2.0 Skystream-G 150 SE-L	£27095	173	119	23	C220 Bluetec Sport	£32560	168	108	31	1.6D Sport Pack	£22845	181	139	30	1.6D Cooper 2WD	£19370	110	115	18
3.0 V6 S	£109995	433	350	50	2.0 Skystream-G 150 SE-L	£27095	173	119	23	E-CLASS 5dr estate	Return to the old Merc qualities. Refined and relaxing													

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
PULSAR 5dr hatch Undeniably fit for purpose, but its appeal goes no deeper than that. ★★★★★	£16995	120	125	16	1.6 THP 125 Access	£16995	120	125	16	1.6 THP 125 Active	£17545	120	125	16
1.2 DIG-T 115 Visia	£15995	114	117	10	1.6 THP 125 Allure	£19000	120	129	16	1.6 THP 156 Allure	£20150	154	129	20
1.2 DIG-T 115 Acenta	£17645	114	117	10	1.6 THP 156 Allure	£21750	154	129	20	3.4 Carrera	£71995	345	212	46
1.2 DIG-T 115 n-tec	£18995	114	117	10	1.6 THP 156 Feline	£16845	91	93	15	3.4 Carrera 4	£70955	345	219	46
1.2 DIG-T 115 Tekna	£20345	114	117	10	1.6 HDi 92 Access	£18545	91	93	15	3.8 Carrera S	£84235	395	224	47
1.5 dCi 110 Visia	£17595	109	94	11	1.6 HDi 92 Active	£19745	118	82	12	3.8 Carrera 4S	£89315	395	234	48
1.5 dCi 110 Acenta	£19245	109	94	11	1.6 BlueHDi 120 Active	£17645	113	95	18	3.8 GT3	£101685	468	289	48
1.5 dCi 110 n-tec	£20595	109	94	11	1.6 BlueHDi 120 Allure	£20945	116	84	24	3.8 Turbo	£121513	514	227	48
1.5 dCi 110 Tekna	£21945	109	94	11	1.6 e-HDi 115 Access	£17645	113	95	18	3.8 Turbo S	£140305	552	227	48
ASHOKAI 5dr hatch Second generation a masterly update of the first. The crossover to beat. ★★★★★	£18500	128	115	19	1.6 HDi 115 Allure	£19345	113	95	18	911 Cabriolet 2dr open	£11115	335	211	43
1.6 dCi 130 Tekna 4WD	£28500	113	129	17	2.0 BlueHDi 150 Active	£20395	146	99	24	911 Carrera 2dr open	£11115	345	212	46
1.2 DIG-T 115 Visia	£18265	113	129	17	2.0 BlueHDi 150 Active	£19345	113	95	18	3.4 Carrera	£71995	345	212	46
1.2 DIG-T 115 Acenta	£19850	113	129	17	2.0 BlueHDi 150 Allure	£21845	148	105	25	3.4 Carrera 4	£70955	345	219	46
1.2 DIG-T 115 N-tec	£21700	113	129	17	2.0 BlueHDi 150 Feline	£23445	146	105	25	3.8 Carrera 4S	£84235	395	224	47
1.2 DIG-T 115 Tekna	£22250	113	129	17	2.0 BlueHDi 150 Allure	£22145	113	100	19	3.8 Carrera 4S	£84235	395	224	47
1.6 DIG-T 163 N-tec	£23200	161	138	14	1.2 PureTech 110 Access	£17145	108	109	13	3.8 Carrera 4S	£84235	395	224	47
1.6 DIG-T 163 N-tec+	£23750	161	138	14	1.2 PureTech 110 Active	£18845	108	109	13	3.8 Turbo	£130138	513	231	50
1.6 DIG-T 163 Tekna	£25300	161	138	14	1.2 PureTech 110 Allure	£20045	81	111	13	3.8 Turbo S	£151772	552	231	50
X-TRAIL 5dr 4x4 Sleek, Dashqash-based crossover is an easy win if you require seven seats. ★★★★★	£20015	109	99	17	1.2 PureTech 130 Active	£17595	128	109	15	911 Cabriolet 2dr open	£11115	335	211	43
1.5 dCi 110 Acenta	£21600	109	99	17	1.6 BlueHDi 130 Allure	£20795	128	109	15	911 Carrera 2dr open	£11115	345	212	46
1.5 dCi 110 n-tec	£23450	109	99	17	1.6 BlueHDi 130 Active	£20745	116	85	20	3.4 Carrera 4	£70765	345	223	49
1.5 dCi 110 Tekna	£24000	109	99	17	1.6 BlueHDi 130 Allure	£21945	116	88	21	3.8 Carrera 4S	£84235	395	230	50
1.6 dCi 130 Tekna	£25550	109	99	17	1.6 e-HDi 115 Access	£18345	113	95	18	3.8 Turbo	£130138	513	231	50
GT-R 5dr coupé Great engine and poised handling. Lots of road noise. ★★★★★	£26800	128	115	19	1.6 e-HDi 115 Feline	£22845	113	100	19	3.8 Turbo S	£151772	552	231	50
3.7 V6 Nismo	£37015	345	248	46	2.0 BlueHDi 150 Active	£23600	201	96	31	908 5dr saloon	£11115	345	212	46
3.7 V6	£37015	323	248	46	2.0 BlueHDi 150 Active	£23600	161	96	31	908 5dr estate	£11115	345	212	46
3.7 V6 GT	£37015	323	248	46	2.0 BlueHDi 150 Active	£23600	161	96	31	908 5dr estate	£11115	345	212	46
GT-R 2dr coupé A benchmark. Great drive, brutal power, sensational value. ★★★★★	£37020	523	275	50	1.6 HDi 140 Allure	£21795	161	140	30	908 4dr saloon	£11115	345	212	46
NOBLE					1.6 HDi 115 Allure	£21545	113	100	18	908 5dr estate	£11115	345	212	46
M600 2dr coupé A new era for the Brit maker. Outrageous pace and handling. ★★★★★	£200000	650	-	1.6 HDi 115 Active	£17845	91	99	17	908 5dr estate	£11115	345	212	46	
PEUGEOT					1.6 HDi 92 Active	£19545	91	99	17	908 5dr estate	£11115	345	212	46
ION 5dr hatch Good electric powertrain, comically expensive. ★★★★★	£26216	63	0	1.6 HDi 115 Active	£22045	113	114	24	908 5dr estate	£11115	345	212	46	
63	£26216	63	0	1.6 HDi 115 Active	£22045	113	114	24	908 5dr estate	£11115	345	212	46	
66 UK drive	£26216	63	0	1.6 HDi 115 Active	£22045	113	114	24	908 5dr estate	£11115	345	212	46	
108 3dr hatch Sister car to the Aygo. And distant second to most city car rivals. ★★★★★	£20015	63	0	1.6 HDi 115 Active	£20015	113	114	24	908 5dr estate	£11115	345	212	46	
1.0 Access	£8245	68	95	6	1.4 HDi 70 Access	£12245	113	114	24	908 5dr estate	£11115	345	212	46
1.0 Active	£9495	68	95	6	1.6 e-HDi 92 Active S-S	£16245	91	103	17	908 5dr estate	£11115	345	212	46
1.0 Active Top	£10345	68	95	7	1.6 e-HDi 92 Active EGC S-S	£16845	91	98	17	908 5dr estate	£11115	345	212	46
1.0 Active S-S	£9745	68	88	6	1.6 e-HDi 92 Active S-S	£17745	91	103	17	908 5dr estate	£11115	345	212	46
1.0 Active S-S Top	£10595	68	88	7	1.6 e-HDi 92 Feline Calima	£19145	91	103	17	908 5dr estate	£11115	345	212	46
1.2 VTi Allure	£10995	81	99	11	1.6 e-HDi 92 Feline Mistrall	£19445	91	103	17	908 5dr estate	£11115	345	212	46
1.2 VTi Allure Top	£11845	81	99	11	1.6 e-HDi 115 Allure S-S	£18345	113	105	20	908 5dr estate	£11115	345	212	46
108 5dr hatch Sister car to the Aygo. And distant second to most city car rivals. ★★★★★	£20015	81	99	11	1.6 e-HDi 115 Allure S-S	£20045	113	105	20	908 5dr estate	£11115	345	212	46
1.0 Active	£9895	68	95	6	tailgate a useful touch	£20795	113	125	28	908 5dr estate	£11115	345	212	46
1.0 Active Top	£10745	68	95	7	2.0 HDi 163 Allure Au	£25015	161	141	23	908 5dr estate	£11115	345	212	46
1.0 Active S-S	£10145	68	88	6	1.6 VTi 120 Access	£17550	118	115	17	908 5dr estate	£11115	345	212	46
1.0 Active S-S Top	£10995	68	88	7	1.6 VTi 120 Active	£19250	118	115	17	908 5dr estate	£11115	345	212	46
1.2 VTi Allure	£10995	81	99	11	1.6 VTi 120 Allure	£21200	118	115	17	908 5dr estate	£11115	345	212	46
1.2 VTi Allure Top	£11395	81	99	11	1.6 VTi 120 Allure	£21900	148	139	24	908 5dr estate	£11115	345	212	46
1.2 VTi Feline	£11845	81	99	11	1.6 e-HDi 115 Feline Calima SS	£17945	113	105	20	908 5dr estate	£11115	345	212	46
208 3dr hatch Big improvement for Peugeot, if not the supermini class. ★★★★★	£20015	81	99	11	1.6 HDi 115 Active	£19345	113	125	28	908 5dr estate	£11115	345	212	46
1.0 VTi Access	£10195	67	99	5	1.6 e-HDi 115 Access EGC	£20195	113	110	18	908 5dr estate	£11115	345	212	46
1.0 VTi Access +	£11445	67	99	6	1.6 e-HDi 115 Active EGC	£21645	113	110	18	908 5dr estate	£11115	345	212	46
1.0 VTi Active	£12395	67	99	6	1.6 e-HDi 115 Allure EGC	£23595	113	112	17	908 5dr estate	£11115	345	212	46
1.2 VTi Access +	£11945	81	104	8	2.0 HDi FAP 150 Active	£21900	148	139	24	908 5dr estate	£11115	345	212	46
1.2 VTi Active	£12895	81	104	8	2.0 HDi FAP 150 Active	£23850	148	139	24	908 5dr estate	£11115	345	212	46
1.2 VTi Style	£13645	81	104	8	2.0 HDi FAP 150 Active	£24845	197	99	31	908 5dr estate	£11115	345	212	46
1.6 THP 156 XY	£18150	154	135	26	5008 5dr mpv	£28245	197	99	31	908 5dr estate	£11115	345	212	46
1.6 THP 200 GTi	£19100	197	193	30	useful 7-seat interior	£19350	118	159	13	908 5dr estate	£11115	345	212	46
1.4 HDi Access+	£13245	67	98	11	1.6 VTi 120 Access	£21100	118	159	15	908 5dr estate	£11115	345	212	46
1.4 HDi Active	£14195	67	98	11	1.6 VTi 120 Active	£21100	118	159	15	908 5dr estate	£11115	345	212	46
1.4 HDi Style	£14945	67	98	11	1.6 THP 156 Active	£21100	153	163	19	908 5dr estate	£11115	345	212	46
1.6 HDi 92 Style	£15545	67	98	11	1.6 THP 156 Active	£21100	153	163	19	908 5dr estate	£11115	345	212	46
208 5dr hatch Big improvement for Peugeot, if not the supermini class. ★★★★★	£20015	67	98	11	1.6 HDi 115 Access	£17455	91	113	16	908 5dr estate	£11115	345	212	46
1.0 VTi Access	£10795	67	99	5	1.6 HDi 115 Active	£17455	91	113	16	908 5dr estate	£11115	345	212	46
1.0 VTi Access +	£12045	67	99	6	2.0 HDi 163 Active auto	£23750	148	138	20	908 5dr estate	£11115	345	212	46
1.2 VTi Active	£12995	67	99	6	2.0 HDi 163 Active auto	£24950	161	149	20	908 5dr estate	£11115	345	212	46
1.2 VTi Access +	£13495	81	104	8	2.0 HDi 163 Active auto	£25550	148	140	20	908 5dr estate	£11115	345	212	46
1.2 VTi Active	£12545	81	104	8	2.0 HDi 163 Active auto	£26750</td								



Ultimate BMW Performance

M135i & M235i Dynamic Upgrades

Birds B-Series Dynamics Packages for the M135i & M235i involves a combination of custom suspension and differential upgrades designed to transform the ride, handling and traction of the standard BMW;

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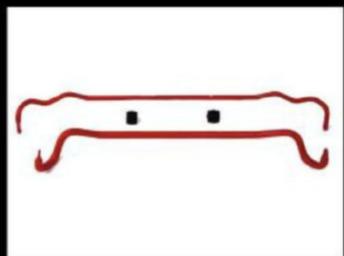
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2015 Brands Hatch - Oulton Park - Snetterton - Cadwell Park SEASON HIGHLIGHTS AT MOTORSPORT VISION

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BRANDS HATCH

4/5 April	British Touring Cars
11/12 April	Truck Racing
17-19 April	MCE British Superbikes
9/10 May	Blancpain GT Series (GP)
23/24 May	Masters Historic Festival (GP)
7 June	American SpeedFest
21 June	TunerFest (South)
28 June	Mini Festival
11/12 July	HSCC Historic Superprix (GP)
17-19 July	MCE British Superbikes (GP)
1/2 August	British GT/BRDC F4 (GP)
15/16 August	Lotus Festival (GP)
12/13 September	Supercar Challenge (GP)
10/11 October	British Touring Cars (GP)
16-18 October	MCE British Superbikes (GP)
7/8 November	Truck Racing & Fireworks

OULTON PARK

4 & 6 April	British GT/BRDC F4
2-4 May	MCE British Superbikes
6/7 June	British Touring Cars
11 July	TunerFest (North)
18 July	Vintage Sports Car Festival
31 July/1-2 August	Carfest North
8 August	Mini Festival
29/31 August	The Oulton Park Gold Cup
4-6 September	MCE British Superbikes
7 November	Stage Rally & Fireworks

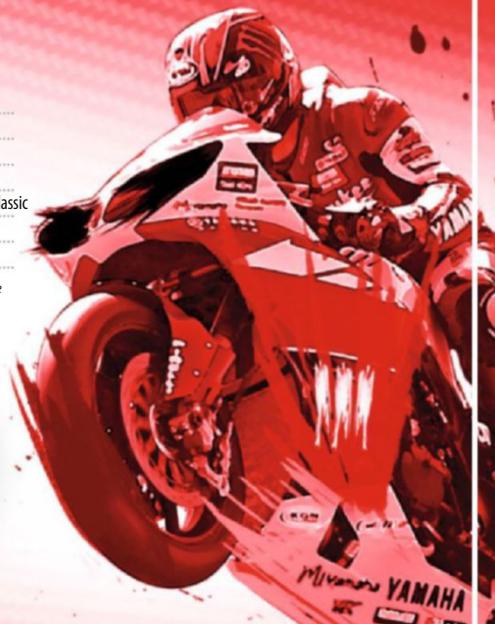
CADWELL PARK

29 March	Stage Rally
25 April	Modified Live Show
7 June	Vintage Sports Car Festival
27/28 June	HSCC Wolds Trophy
25/26 July	Cadwell Park International Classic
21-23 August	MCE British Superbikes
15 November	Stage Rally

Please note all dates are provisional and subject to change

SNETTERTON

29 March	Masters Race Day
31 May	Retro Kings Show
19-21 June	MCE British Superbikes
8/9 August	British Touring Cars
22/23 August	British GT/BRDC F4
19/20 September	Truck Racing
27 September	The Snetterton Vintage Festival



For tickets and more information: 0843 453 9000 www.msv.com

WHAT'S COMING WHEN



Audi A6

2017

It's still two years away from production, but Audi design boss Marc Lichte has already signed off the design of the new A6. Taking on BMW's 5 Series and the Mercedes E-Class, the new A6 will be based on the Volkswagen Group's MLB platform and get Prologue concept-inspired styling. **Price £32,000 (est)**

Ferrari 488 GTB Summer 2015

Replacement for the 458 Italia gets a turbocharged V8 engine which produces 660bhp.

Fiat 500X Spring 2015

Fiat's sister car to the Jeep Renegade will be offered with four-wheel drive.

Ford S-Max Summer 2015

Second-generation S-Max MPV gets Mondeo-inspired looks and a plush new cabin.

Honda HR-V Summer 2015

Honda wants a piece of the booming compact SUV segment with its all-new HR-V.

Hyundai Santa Fe Late 2015

Subtle refresh for big SUV will actually make the i10 city car Hyundai's oldest model by end of this year.

Jeep Grand Cherokee Late 2015

Fiat-Chrysler's future product plan has revealed that a revised version of the Grand Cherokee is on its way.

Kia Optima Summer 2015

All-new Optima will be offered as a hybrid and take on the Ford Mondeo and Volkswagen Passat.

Maserati Levante 2016

We'll see the final version of Maserati's long-awaited new luxury SUV before the year is out.

Mazda 6 Spring 2015

Changes for the CX-5 SUV are mirrored on the saloon, hatchback and estate, with prices starting from £19,795.

Mitsubishi L200 September 2015

New version of the L200 pick-up truck is on the way.

Stay up to date with all the latest new car launches with Autocar's new cars calendar. Head to autocar.co.uk



BMW 7 Series

2016

BMW's flagship luxury saloon will receive its public debut at the Frankfurt motor show in September before going on sale early in 2016. This latest 7 Series uses lightweight materials and a modular platform, which together allow BMW to shed up to 200kg in weight. As well as targeting luxury buyers, BMW is also looking at creating a new M7, which would likely get around 600bhp. **Price £65,000 (est)**

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group							
1.3 VT-1 Icon	£18745	99	127	8	CORSA 3dr hatch	Very refined, stylish and practical.	£16700	120	165	15	1.4 T 200 Sport S-S	£21295	202	165	25	1.4 T 140 SE S-S	£20684	138	131	15	2.0 CDI 130 SRI	£25475	129	137	15						
1.4 D-4D Active	£17395	89	109	10	Engines not so good	★★★★★	1.6 T 200 SRI S-S	£22520	202	165	25	1.4 T 140 SRI Nav	£21534	138	131	15	2.0 CDI 130 SE	£25520	129	137	15	2.0 TDI 184 GTD	£25765	181	109	26					
1.4 D-4D Excel	£22595	89	109	10	1.0 i 90 S-S Design	£12730	89	102	9	1.7 CDI 110 eFLEX 109gSRI S-S	£23075	109	104	14	1.4 T 140 SRI S-S	£20684	138	131	15	2.0 CDI 130 Elite	£27020	129	137	15	GOLF 5dr hatch	The complete package. Reassuringly expensive.					
1.4 D-4D Icon	£20095	89	109	10	1.0 i 90 S-S SRI	£13425	89	102	-	1.7 CDI 130 eFLEX SRI 109gS-S	£23675	129	109	17	1.4 T 140 SRI VX-Line Nav	£22759	138	131	15	2.0 CDI 165 Tech Line	£22515	163	139	19	1.6 TDI 90 S	£19650	89	98	10		
1.4 D-4D Sport	£20795	89	109	10	1.0 i 90 S-S SE	£14070	89	102	-	1.7 CDI 130 eFLX Sp. 109g S-S	£22445	129	109	17	1.4 T 140 SRI VX-Line S-S	£21904	138	131	15	2.0 CDI 165 Exclusiv	£24740	163	139	19	2.0 TDI 300 R	£30805	296	165	34		
1.6 V-matic Icon	£19095	130	140	14	1.0 i 115 S-S Sting	£10825	113	-	12	2.0 CDI 165 Sport auto	£23480	163	149	20	1.4 T 140 Tech Line S-S	£21534	138	131	15	2.0 CDI 165 SRI	£20690	163	139	19	1.6 TDI 115 BEV	£31145	114	0	15		
1.6 V-matic Sport	£19805	130	143	14	1.0 i 115 S-S Sting R	£10995	113	-	-	2.0 CDI 165 SRI auto	£24705	163	149	20	1.6 T 170 Elite Nav	£25184	168	146	20	2.0 CDI 165 SE	£26135	163	139	19	1.2 TSI 85 S	£17830	84	113	7		
1.8 VT-1 Icon	£21745	134	85	7	1.0 i 115 S-S SRI VX-Line	£14460	113	-	-	1.4 T 16v 120 Sport S-S	£19055	138	131	13	1.6 T 170 Elite S-S	£24334	168	146	20	2.0 CDI 165 Lite	£27635	143	139	19	1.2 TSI 105 S	£18840	104	114	11		
1.6 V-matic Excel	£21350	130	143	14	1.2 i 70 Lite	£10900	69	126	2	1.4 T 16v 140 Sport S-S	£19945	138	136	19	2.0 CDI 163 Tech Line	£23644	161	119	20	2.0 CDI 195 BiTurbo S-S	£27740	192	149	19	1.4 TSI 122 S	£19600	121	123	14		
1.8 VT-1 Excel	£23990	134	85	7	1.2 i 70 Sting	£8995	69	126	-	1.4 T 16v 120 SRI S-S	£20707	118	139	14	2.0 CDI 120 Design	£20384	118	104	15	2.0 CDI 195 BiTurbo Elite S-S	£27785	192	149	19	1.4 TSI 122 Match	£20535	121	123	15		
PRIVUS 5dr hatch	Clever and appealing in its own right, not just as a hybrid	★★★★★	1.2 i 70 SRI	£15195	69	126	-	-	1.4 T 16v 140 SRI S-S	£21170	138	136	19	2.0 CDI 120 Design Nav	£21234	118	104	15	2.0 CDI 195 BiTurbo Elite S-S	£29285	192	149	19	1.4 TSI 150 GT ACT	£23850	148	112	15			
1.8 VT-1 T3	£21995	134	89	15	1.2 i 70 SRI VX-Line	£12630	69	126	-	1.7 CDI 110 ecoFLEX Sport S-S	£20805	109	114	14	2.0 CDI 120 Elite	£21904	138	131	15	2.0 CDI 195 BiTurbo S-S	£24564	118	104	16	1.4 TSI 150 GT ACT DSG	£25265	148	110	15		
1.8 VT-1 T4	£23745	134	92	15	1.2 i 70 SE	£12240	69	126	-	1.7 CDI 110 ecoFLX Sp.109g S-S	£21845	109	104	14	2.0 CDI 120 Energy	£23754	118	104	16	2.0 CDI 195 BiTurbo S-S	£24334	118	104	16	1.4 TSI 150 GT ACT	£27235	217	139	29		
1.8 VT-1 T1	£25295	134	92	15	1.4 i 90 Lite	£11245	89	121	-	1.7 CDI 110 ecoFLEX SRI S-S	£22800	110	114	14	2.0 CDI 120 SE	£22184	118	104	16	2.0 CDI 195 BiTurbo S-S	£27785	192	149	19	1.4 TSI 122 Match	£20535	121	123	15		
1.8 VT-1 Plug-In	£33395	134	49	16	1.4 i 90 Sting	£9349	89	121	-	1.7 CDI 130 ecoFLEX Sport S-S	£21450	129	116	20	2.0 CDI 120 SRI	£22184	118	104	15	2.0 CDI 195 BiTurbo Elite S-S	£20764	114	113	5	1.6 TDI 105 S	£18840	104	114	11		
PRIVUS 5dr mpv	Expensive and ugly. Bigger though	★★★★★	1.2 i 70 SRI	£14905	69	126	-	-	1.4 T 16v 140 SRI S-S	£2078	118	139	14	2.0 CDI 120 Design	£20384	118	104	15	2.0 CDI 195 BiTurbo Elite S-S	£27785	192	149	19	1.4 TSI 122 Match	£20535	121	123	15			
1.8 VT-1 i-Icon	£21615	178	96	11	1.4 i 90 SRI	£1940	89	121	-	2.0 CDI 120 SRI	£23225	163	127	20	2.0 CDI 120 SRI VX-Line Nav	£24254	118	104	16	2.0 CDI 195 BiTurbo S-S	£24220	192	129	-	1.4 TSI 150 GT ACT DSG	£26670	181	109	26		
1.8 VT-1 i-Icon	£29445	178	101	12	1.4 i 90 SRI VX-Line	£12975	89	121	-	2.0 CDI 195 BiTurbo S-S	£20805	110	114	14	2.0 CDI 120 Tech Line	£23034	118	104	16	2.0 CDI 195 BiTurbo S-S	£24264	138	139	12	1.6 TDI 105 S	£20455	103	99	12		
RAV4 5dr 4x4	A solid option, but ultimately outgunned by Korean competition	★★★★★	1.4 i 90 SE	£12585	89	121	-	-	CASCADA Zdr open	Comfortable and credible	★★★★★	2.0 CDI 130 Design	£1944	119	104	16	2.0 CDI 140 Design	£20394	129	104	16	1.4 T 140 SE 4x 4-S	£23124	138	149	13	1.2 TSI 105 S	£19535	104	117	11
2.0 V-matic CVT Icon 4WD	£26000	150	167	29	1.4 i 100 Turbo SRI VX-Line	£13630	99	119	-	1.6 T 200 SRI S-S	£28550	202	168	24	2.0 CDI 140 Energy	£22914	129	104	16	1.7 CDI 130 Tech Line S-S	£17949	129	104	16	1.2 TSI 85 S	£18525	84	115	7		
2.0 D-4D Active 2WD	£22495	124	127	26	1.4 i 100 Turbo SE	£13240	99	119	-	1.6 T 200 SRI	£26500	202	168	24	2.0 CDI 130 SRI	£21344	129	104	16	1.7 CDI 130 Exclusive S-S	£19949	129	104	16	1.4 TSI 122 S	£20295	121	124	14		
2.0 D-4D Icon 2WD	£24995	124	127	26	1.3 CDI 75 S-S Life	£13150	74	-	6	1.4 T 140 S-SE	£24030	138	148	20	2.0 CDI 130 SRI Nav	£22194	129	104	16	1.7 CDI 130 SE S-S	£22449	129	104	16	1.4 TSI 122 SE	£21230	121	124	13		
2.0 D-4D Icon 4WD	£26000	124	137	26	1.3 CDI 75 S-S Design	£13150	74	-	-	1.4 T 140 Elite S-SE	£26175	138	148	21	2.0 CDI 130 SRI VX-Line	£22564	129	104	16	1.7 CDI 130 Tech Line 4x 4-S	£19649	129	129	13	1.4 TSI 140 GT	£24545	138	121	15		
2.0 D-4D Invincible 2WD	£26695	124	127	27	1.3 CDI 75 S-S SRI	£13845	74	-	-	1.6 T 170 SRI SE Au	£27130	168	164	24	2.0 CDI 130 SRI VX-Line Nav	£23414	129	104	16	1.7 CDI 130 Exclusive 4x 4-S	£21649	129	139	13	1.6 TDI 105 S	£21150	103	102	12		
2.0 D-4D Invincible 4WD	£27700	124	137	26	1.3 CDI 75 S-S SRI VX-Line	£14880	74	-	-	1.6 T 170 SRI SE Au	£29230	168	164	24	2.0 CDI 140 Design	£20634	138	104	16	1.7 CDI 130 Design 4-S	£21491	129	104	16	1.6 TDI 105 SE	£22085	103	102	11		
2.2 D-4D Icon 4WD	£26800	149	149	29	1.3 CDI 75 S-S SE	£14190	74	-	-	2.0 CDI 165 SRI S-S	£26151	163	133	23	2.0 CDI 140 Design	£21460	138	104	16	2.0 CDI 165 Elite S-S	£28184	138	104	16	1.6 TDI 110 SE	£20905	108	114	11		
2.2 D-4D Invincible 4WD	£28500	149	149	29	1.3 CDI 75 S-S SRI	£14190	94	85	9	2.0 CDI 165 Elite S-S	£26151	163	133	23	2.0 CDI 140 Design	£21460	138	104	16	2.0 CDI 165 Elite S-S	£28184	138	104	16	1.6 TDI 110 SE	£20905	89	102	11		
AVENISIA 4dr saloon	Nothing wrong, but nothing	★★★★★	1.3 CDI 95 S-S SRI	£15380	94	85	-	-	2.0 CDI 195 BiTurbo S-S	£27902	192	138	27	2.0 CDI 140 Elite Nav	£25664	138	104	16	2.0 CDI 165 Exclusive 4x 4-S	£18765	129	139	13	1.6 TDI 105 Match	£20200	108	99	13			
1.8 V-matic Active	£17700	145	152	17	CORSA 5dr hatch	Very refined, stylish and practical.	£16700	145	152	17	1.4 T 16v 140 S-S	£13030	89	102	-	1.6 TDI 105 S	£23574	149	127	21	2.0 CDI 165 Exclusive 4x 4-S	£24855	163	139	19	1.6 TDI 125 SE	£18705	84	114	11	
1.8 V-matic Icon	£20300	145	152	18	Engines not so good	★★★★★	1.3 CDI 95 S-S SRI	£14990	94	85	-	2.0 CDI 165 SRI	£15380	94	85	-	2.0 CDI 165 Exclusive	£22434	138	104	16	2.0 CDI 165 Design	£20404	149	127	28	1.6 TDI 150 SE	£20300	85	108	17
1.8 V-matic Icon	£21690	145	152	18	1.4 i 90 Sting	£9940	89	121	-	1.7 VXR SuperSport	£29824	214	249	37	2.0 T 180 SuperSport	£27785	192	147	28	1.4 TSI 125 SE	£21870	121	125	14							
1.8 V-matic Icon	£22650	145	152	18	1.4 i 90 SRI	£14125	89	121	-	1.7 VXR SuperSport	£29824	214	249	37	2.0 T 180 SuperSport	£27785	192	147	28	1.4 TSI 125 SE	£21870	121	125	14							
AVENISIA 5dr estate	Nothing wrong, but nothing	★★★★★	1.3 CDI 95 S-S SRI	£15380	94	85	-	-	2.0 CDI 165 SRI	£15060	113	-	-	2.0 CDI 165 Design	£21694	129</td															

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group					
2.0 TDI 240 BTDI SCR R-Line	£35505	237	139	28	2.0 BTDI 180 SE 4M SWB	£40524	177	208	32	1.6 T3 R-Design Nav S-S	£28375	148	135	23	2.0 D1 SE Nav S-S	£33120	178	113	29
PASSAT 5dr estate	Supremely well-executed family-sized saloon	★★★★★			2.0 BTDI 180 SE LWB	£39858	177	192	31	1.6 T3 SE Nav S-S	£26875	148	135	23	2.0 D5 SE Nav S-S	£34570	212	123	
1.6 TDI 120 GT	£26835	118	110	13	2.0 BTDI 180 Exec SWB	£40518	177	192	31	2.0 D3 R-Design Lux Nav S-S	£23935	134	114	25	1.6 D2 Business Editn S-S auto	£25695	113	111	18
1.6 TDI 120 S	£23745	118	107	15	2.0 BTDI 180 Exec DSG	£42414	177	199	31	2.0 D3 R-Design Nav S-S	£31195	134	114	25	2.0 D3 Business Edition S-S	£25695	161	119	24
1.6 TDI 120 SE	£24840	118	107	12	0.0 BTDI 180 Bus. 4Mot. SWB DSG	£67944	177	214	31	2.0 D3 SE Lux Nav S-S	£29895	134	114	24	2.0 D3 SE Lux S-S	£33220	161	119	26
1.6 TDI 120 SE Business	£25540	118	107	12	2.0 BTDI 180 Ex. 4M SWB	£43344	177	208	32	2.0 D3 SE Nav S-S	£30955	134	114	24	2.0 D4 Business Edition S-S	£27195	178	113	28
2.0 TDI 150 GT	£27960	148	110	19						2.0 D4 R-Design Lux Nav S-S	£28395	134	114	24	2.0 D5 Business Edition S-S	£28645	161	125	29
2.0 TDI 150 R-Line	£28955	148	110	19	VOLVO					2.0 D4 R-Design S-S	£36365	178	99	27	2.4 D5 SE Lux S-S	£36170	212	126	32
2.0 TDI 150 S	£24870	148	107	21	V40 5dr hatch	New hatchback adds Swedish flavour to stock Ford platform	★★★★★			2.0 D4 R-Design Nav S-S	£32445	178	99	27	S80 4dr saloon	Refined, high-quality exec saloon			
2.0 TDI 150 SE	£25965	148	107	19	1.6 T2 120 ES	£18995	118	124	19	2.0 D4 R-Design S-S	£31145	178	99	28	Poor ride and residuals	★★★★★			
2.0 TDI 150 SE Business	£26665	148	107	19	1.6 T2 120 ES Nav	£20195	118	124	19	2.0 D4 SE Lux Nav S-S	£1945	178	99	29	1.6 D2 SE Lux S-S auto	£32220	113	109	20
2.0 TDI 190 GT	£29310	187	109	22	1.6 T2 120 SE	£20520	118	124	19	2.0 D4 SE Lux S-S	£30745	178	99	29	2.0 D4 SE Lux S-S	£33720	178	104	29
2.0 TDI 190 R-Line	£30305	187	109	23	1.6 T2 120 SE	£20520	118	124	19	2.0 D4 SE Nav S-S	£29645	178	99	28	2.0 D4 SE Nav S-S	£32220	178	104	28
2.0 TDI 240 BTDI SCR GT	£36040	237	140	28	1.6 T2 120 SE Nav	£1720	118	124	19	2.0 D4 SE S-S	£28445	178	99	27	2.4 D5 SE Lux S-S	£36835	212	120	31
2.0 TDI 240 BTDI SCR R-Line	£37035	237	140	28	1.6 T2 120 SE Lux Nav	£23720	118	124	20	2.4 D5 R-Design Lux Nav S-S	£35395	212	119	31	X60 5dr 4x4	Lovely, usable and attractive interior. A worthy Freelander rival	★★★★★		
PHAETON 4dr saloon	Big V8 feels old now, and struggles to justify its price	★★★★★			1.6 T2 120 R-Design	£21295	118	124	19	2.4 D5 R-Design Nav S-S	£32895	212	119	31	Range Rover Sport	From £61,000			
3.0 V6 TD V6 240 SWB	£55056	236	224	45	1.6 T2 120 R-Design Nav	£22495	118	124	19	2.0 D3 SE Lux Nav S-S	£36395	212	119	30	Now bigger and better. A cut-price Range Rover rather than a jumped-up Disco – and the best here by a long mile.	★★★★★			
3.0 V6 TD V6 240 LWB	£57615	236	224	45	1.6 T3 150 ES	£20945	148	120	24	2.0 D3 SE S-S	£25671	148	120	24	3.0 T6 R-Design Lux Nav AWD	£43720	300	249	37
TOURAN 5dr mpv	Good chassis but little inspiration.				1.6 T3 150 ES Nav	£22145	148	121	24	2.0 D3 R-Design S-S	£20675	148	135	21	2.0 D5 SE S-S	£31260	178	117	28
Blind appearance	★★★★★				1.6 T3 150 SE	£22470	148	121	24	1.6 D2 Business Edition S-S	£21545	113	105	17	2.0 D5 SE Lux Nav S-S	£35160	178	117	29
2.0 TDI 177 Sport	£28350	177	150	24	1.6 T3 150 SE Nav	£23670	148	121	24	2.0 D3 Business Edition S-S	£21215	148	120	24	2.0 D5 R-Design S-S	£32535	178	117	28
1.2 TSI 105 S	£19790	104	149	12	1.6 T3 150 SE Lux Nav	£25670	148	122	24	2.0 D3 S-S	£27195	134	114	23	2.0 D5 R-Design Nav S-S	£33735	178	117	28
1.4 TSI 140 SE	£23600	138	159	18	1.6 T3 150 R-Design	£23245	148	120	24	2.0 D3 SE Lux S-S	£29495	134	114	24	2.0 D4 R-Design Lux S-S	£35160	178	117	29
1.6 TDI 105 Blue Tech S	£21600	104	121	14	1.6 T3 150 R-Design Nav	£24445	148	121	24	2.0 D3 R-Design S-S	£26945	134	114	23	2.0 D4 R-Design Lux Nav S-S	£36305	178	117	30
1.6 TDI 105 BlueTech SE	£23705	104	121	14	1.6 T3 150 R-Design Lux Nav	£26120	148	122	24	2.0 D4 Business Edition S-S	£23445	178	99	26	2.0 D4 SE AWD S-S	£32790	178	139	28
2.0 TDI 140 Blue Tech SE	£25470	138	127	19	1.6 T4 180 SE Lux Nav	£27170	177	129	26	V60 5dr estate	Appealing cabin, nice looks and smooth drive. Too small	★★★★★							
SHARAN 5dr mpv	Refined, flexible big MPV. Seat version is cheaper	★★★★★			1.6 T4 180 R-Design Lux Nav	£27620	177	129	26	2.0 D4 SE Lux Nav S-S	£35490	178	130		Porsche Cayenne	From £50,000			
2.0 TDI 140 S	£25890	113	146	14	1.6 T4 180 R-Design Lux Nav	£28170	177	129	24	1.6 D2 R-Design Lux Nav S-S	£30345	113	108	20	2.0 D4 SE Lux Nav AWD S-S	£36690	178	130	
1.4 TSI 140 S	£26640	138	146	18	1.6 D2 115 SE Lux Nav	£25520	113	148	20	2.0 D4 R-Design S-S	£27155	134	114	23	2.0 D4 R-Design Lux AWD S-S	£34065	178	139	28
1.4 TSI 140 SE	£28950	138	146	18	1.6 D2 115 R-Design	£23095	113	148	20	2.0 D3 SE Lux S-S	£29450	134	114	24	2.0 D4 R-Design Lux S-S	£35160	178	117	29
2.0 TDI 140 SEL	£31850	138	146	18	1.6 D2 115 R-Design Nav	£24295	113	148	20	2.0 D3 R-Design S-S	£28695	134	114	23	2.0 D4 R-Design Lux Nav S-S	£36305	178	117	30
2.0 TDI 140 Exec	£32100	138	146	18	1.6 D2 115 R-Design Lux	£24770	113	148	20	2.0 D4 Business Edition S-S	£23445	178	99	26	2.0 D4 SE AWD S-S	£32790	178	139	28
TIGUAN 5dr 4x4	Dull but capable soft roadster. Pricey, but good ride and handling	★★★★★			1.6 D2 115 R-Design Lux Nav	£25970	113	148	20	2.0 D4 R-Design S-S	£23320	113	108	19	2.4 D4 SE Lux Nav S-S	£35490	178	130	
1.4 TSI 160 BMT Match 2WD	£23955	158	156	21	1.6 D2 115 C-Country SE	£23190	251	189	35	1.6 D2 R-Design Lux S-S	£31845	113	108	19	2.4 D4 R-Design AWD S-S	£34065	178	139	28
1.4 TSI 160 BMT Match 4WD	£25645	158	156	21	1.6 D2 115 C-Ctry Lux Nav	£24140	251	194	30	1.6 D2 R-Design Nav S-S	£30445	113	108	18	2.4 D4 R-Design AWD S-S	£35265	178	139	29
2.0 TDI 140 BMT Match 2WD	£23545	177	152	23	1.6 D2 115 C-SE Lux Nav	£25520	113	148	20	2.0 D4 R-Design Lux S-S	£29245	113	108	18	2.4 D4 R-Design Lux AWD S-S	£36690	178	139	30
1.4 TSI 150 SE	£25320	148	167	16	1.6 D2 115 ES Nav	£21995	113	148	20	1.6 D2 SE Lux Nav S-S	£31345	113	108	19	2.4 D4 R-Design Lux AWD S-S	£36305	178	117	30
1.4 TSI 150 SE	£27650	148	167	16	1.6 D2 115 SE	£22320	113	148	20	1.6 D2 SE Lux S-S	£30145	113	108	19	2.4 D4 SE Lux AWD S-S	£35890	178	130	
2.0 TSI 200 SEL DSG	£33775	197	158	25	1.6 D2 115 SE Nav	£25250	113	148	20	1.6 D2 SE Lux Nav S-S	£28945	113	108	18	2.4 D4 SE Lux Nav S-S	£38590	178	131	
2.0 TDI 115 S	£25890	113	146	14	1.6 D2 115 SE Lux	£24320	113	148	20	1.6 D2 SE S-S	£27745	113	108	17	2.4 D4 R-Design Lux AWD S-S	£37165	178	130	
2.0 TDI 140 S	£26640	138	146	18	1.6 D2 115 SE Lux Nav	£25520	113	148	20	1.6 D2 SE Lux Nav S-S	£29450	148	139	23	2.4 D4 R-Design Lux Nav S-S	£37970	178	139	31
2.0 TDI 140 SE	£28950	138	146	18	1.6 D2 115 R-Design	£23095	113	148	20	1.6 D3 SE Nav S-S	£28205	113	148	22	1.6 T3 SE Nav S-S	£3720	212	123	
2.0 TDI 140 SEL	£31850	138	146	18	1.6 D2 115 R-Design Nav	£24295	113	148	20	1.6 D3 R-Design Lux Nav S-S	£33695	134	115	25	X60 5dr estate	Dull and unexceptional, but built to last	★★★★★		
2.0 TDI 140 Exec	£32100	138	146	18	1.6 D2 115 R-Design Lux	£24770	113	148	20	1.6 D4 R-Design S-S	£32475	113	108	19	2.4 D4 R-Design S-S	£34410	178	117	28
2.0 TDI 180 Match 4WD	£26485	178	194	24	1.6 D2 115 R-Design Lux Nav	£25970	113	148	20	1.6 D3 SE Lux Nav S-S	£26770	113	148	20	2.4 D4 SE Lux S-S	£34195	178	130	
1.4 TSI 160 Blue Tech S	£21960	158	156	20	2.0 D3 150 R-Design	£24345	148	114	24	2.0 D3 SE Lux S-S	£23570	113	108	19	2.4 D4 SE Nav AWD S-S	£37570	212	130	
1.4 TSI 160 S AWD	£23650	158	178	20	2.0 D3 150 R-Design Nav	£25545	148	114	22	2.0 D4 SE Nav S-S	£23045	113	109	23	2.4 D4 SE Lux AWD S-S	£34180	212	130	
2.0 TSI 210 R-Line 4WD	£29180	208	199	22	2.0 D3 150 R-Design Lux Nav	£27220	148	114	23	2.0 D4 SE S-S	£26520	113	109	17	3.0 T6 SE Lux AWD	£34340	212	130	
2.0 TDI 110 BMT 2WD	£22605	109	138	18	2.0 D3 150 C-Country SE	£24570	148	117	21	2.0 D4 R-Design Lux S-S	£33745	178	103	29	2.4 D5 SE Lux AWD S-S	£39540	212	131	
2.0 TDI 140 BMT 2WD	£23155	138	138	17	2.0 D3 150 C-Ctry SE Nav	£25770	148	117	21	2.0 D4 R-Design Nav S-S	£34945	178	103	28	X90 5dr 4x4	Big, capable seven-seat SUV, but beginning to feel its age	★★★★★		
2.0 TDI 140 BMT 4WD	£24925	138	150	19	2.0 D3 150 C-Country Lux Nav	£27770	148	117	22	2.0 D4 SE Lux S-S	£31145	178	103	28	BMW X5	From £43,000			



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No one produces as thorough a judgement on a new car as Autocar. As well as acceleration, braking, fuel economy and noise tests, we carry out benchmark limit-handling tests, setting lap times if appropriate. But we don't just drive at the track, essential as it is for finding the limits of performance; we also drive on a wide range of roads. We aim to produce the most complete, objective verdict in the business, so you can be sure how good a car is. Where we have tested more than one model in a range, the rating is for the range overall; where a model within the range meets our coveted five-star standard, it is highlighted in yellow.

30-70mph Indicates overtaking ability through the gears

50-70mph Recorded in top gear (*kickdown with an automatic) and demonstrates flexibility

Fuel economy Prior to 7.1.15, figures are touring, recorded over a set road route, and test average. From 7.1.15 on, figures are average and extra-urban, to the What Car?/True MPG standard

Braking 60-Omph Recorded on a high-grip surface at a test track

Mph/1000rpm Figure is the speed achieved in top gear

ALFA ROMEO

MITO 3dr hatch	★★★★★
1.4 Cloverleaf	136 7.9 21.1 6.9 7.3 2.7 168 184 23.2 36/42 1265
2.0 JTdm	135 8.4 22.3 7.7 7.9 2.7 168 258 34.8 40/57 1475

ALPINA

B3 BITURBO 4dr saloon	★★★★★
B3 Biturbo	155 4.7 10.3 3.8 6.8 2.9 404 443 41.5 27/35 1610

ARIEL

ATOM 0dr open	★★★★★
V8	170 3.0 5.7 1.9 3.7 2.55 475 268 16.4 21/37 650

ASTON MARTIN

V8 Vantage 2dr coupé	★★★★★
V8 Roadster	175 5.2 12.0 3.6 7.9 2.7 380 302 26.0 17/22 1713
RAPIDE 4dr coupé	★★★★★

AUDI

A1 3dr hatch	★★★★★
1.4 TFSI Sport	126 8.4 22.4 8.9 12.8 2.2 120 148 30.2 34/43 1165
S1	155 5.9 14.4 5.2 5.4 2.6 220 273 25.6 30/39 1390

A3

3dr/5dr hatch	★★★★★
2.0 TDI Sport	134 8.9 25.9 11.4 10.8 2.7 148 236 30 48/59 1355

S'back/e-tron

138 7.9 20.9 6.6 8.5 3.0 201 258 30.7 45/49 1540	
RS3	155 4.5 11.2 4.2 6.9 2.1 335 332 34.6 28/34 1640

A4

4dr saloon/5dr estate	★★★★★
2.0 TDI SE	134 9.7 29.4 11.3 9.7 2.6 141 236 32.7 38/48 1605

RS4

174 4.4 10.3 3.9 7.7 2.9 444 317 28.9 20/32 1795	
A5 2dr coupé/cabriolet	★★★★★

A6

4dr saloon/5dr estate	★★★★★
2.0 TDI SE	141 8.9 24.1 7.7 9.3 2.8 175 280 34.4 44/55 1675

RS5

4.2 V8 2.8 10.7 4.0 8.9 2.7 444 317 29.0 22/30 1855
RS4 2.8 10.7 4.0 8.9 2.7 444 317 28.9 20/32 1795

A6

4dr saloon/5dr estate	★★★★★
2.0 TDI SE	141 8.9 24.1 7.7 9.3 2.8 175 280 34.4 44/55 1675

RS6

4.2 V8 2.8 10.7 4.0 8.9 2.7 444 317 29.0 22/30 1855	
A7 Sportback 4dr saloon	★★★★★

RS6

3.0 V6 TDI	155 6.7 18.7 6.5 *4.0 2.8 241 369 42.9 31/40 1940
A8 4dr saloon	

A8

4.2 V8 TDI	155 5.0 13.0 5.4 *3.4 2.5 346 590 53.1 28/35 2130
TT 2dr	

RS5

4.2 V8 TDI	155 5.0 13.4 5.4 *3.4 2.5 346 590 53.1 28/35 2130
NEW TT 2dr	

RS6

4.2 V8 TDI	155 5.0 13.4 5.4 *3.4 2.5 346 590 53.1 28/35 2130
NEW TT 2dr	

RS6

4.2 V8 TDI	155 5.0 13.4 5.4 *3.4 2.5 346 590 53.1 28/35 2130
NEW TT 2dr	

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NEW TT 2dr	

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NEW TT 2dr	

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4.2 V8 TDI	155 5.0 13.4 5.4 *3.4 2.5 346 590 53.1 28/35 2130

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AK 30	17 H	LM 7	POD 3	WM 6	32 CA	56 GF	11 MG	RG 65	40 UG	1 GBW	1 SUU
AML 77	H 97	L 43	POR 5H	4 WD	54 CB	58 GH	75 MJ	RG 67	57 UD	1 GEW	THN 1
47 B	HAJ 1G	LJ 2	PR 4	22 XXX	93 CB	42 GN	22 MU	RG 69	70 WN	GWN 1	1 TMJ
BJ 3	HB 7	LJ 3	PR 8	96 X	CB 26	37 GS	56 ND	43 RJ	41 WR	1 HJY	1 TNK
BK 4	4 HER	LJ 4	PS 4	7 XA	49 CS	84 GS	26 NE	52 RJ	21 WL	1 HWX	1 TOC
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BN 7	4 JAK	7 LX	10 R	20 Y	19 CT	HM 33	26 NM	57 RJ	WC 45	1 HYP	TTJ 1
BR 6	JAN3E	85 M	4 RON	7 YN	98 CT	10 HY	83 NS	61 RJ	No 1's	1 JUL	1 UA
7 BUD	4 JEY	5 RY	5 YYY	CK 20	56 JA	84 NT	63 RJ			1 KED	1 UDV
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82 C	3333 J	M 55	111 ROB		43 AB	33 DL	16 JH	11 OU	95 RJ	BGR 1	1 LRD
C 144	JJ 2	MT 5	8 S	82 AT	73 DS	JH 54	50 OT	53 RS	BHT 1	1 MFN	1 XAJ
4 CAT	JJ 3	333 MW	9 SA	99 AS	DL 95	41 JN	80 OL	59 RS	1 BMG	1 NFU	1 XD
2 CH	333 JJJ	47 N	2 SLK	16 AY	DM 77	68 JS	77 OO	18 RY	1 BVT	NRH 1	XRS 1
CHR 11S	JN 4	67 N	5 SPY	65 AN	64 ED	87 JW	40 PB	44 SB	1 CEO	NST 1	1 XRW
DB 171	JON 1N	69 N	SUM 1L	10 BA	20 EF	75 KA	69 PN	89 SB	1 CGU	OCN 1	1 YH
D14 ANE	JOY 1S	NAS1R	1111 T	25 BF	33 EJ	81 KK	50 PE	60 SF	1 CSG	OWK 1	1 YNC
E 31	JS 535	7 NJ	500 T	30 BV	29 EL	17 KL	69 PE	86 SN	1 CTE	1 OXX	1 YOR
25 E	JT 8	NO 4	TES5S	36 BL	12 EP	45 KR	16 PR	SN 13	DPW 1	1 PHL	1 YUC
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CI3 ONE	9 ECK	H7 NDA	L3 VYB	MEI5 MTH	XRO4 CHX	MR 59ARK	WII7 DOW
M3 8OND	E TY6E	H18 EAL	L3 VYR	NA10 MYX	REB IC	S054 NNE	W153 MEN
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AAD 1	10 BSG	I6 DGS	EM 9	GBK I	I HDF	JGJ 1	9 KRL	9 LPR	3 NRI	5 REP	SRS 777	VGH I
7 AAG	BSS 222	I DHN	77 EMP	I GCD	HDP I	JGL 54	29 KRM	1 LPV	5 NSA	I RES	I985 ST	VGL I
AAS 10	90 BTK	I DVK	36 ENH	9 GCS	HE 6	JGL 34	31 KV	2 LRD	NSB 4	RGL 6	9 STM	VIW I
AAB 1	I BWG	38 DLB	I ENH	I GDB	3 HEG	I JJA	I KWE	I LRN	I NVS	I RGN	15 STP	9 VJB
5 ABW	CA I	DN 1000	4 ERG	I0 GDC	6 HEJ	JKW I	9999 KY	LRS 7	I NWG	I RHV	5 SWJ	VJE I
8 ACN	3 CAK	22 DPM	ERJ 4	GDN I	I HFD	I975 JL	I KYD	1 LUJ	3 PBR	RJK III	I SWR	1 VMC
700 AE	6 CBG	20 DRJ	I ETW	75 GE	I HFE	JLJ 80	KYO I	I LUW	PBS 12	RJT 8	VMW 45	II SWT
AER 1	CBS 7	10 DSA	7777 EV	I GEX	I HFT	6 JLN	96 LAJ	I LWF	PEC I	94 RK	90 TA	VNC I
AFA 9	II CBW	DST 98	I EWF	8 GFC	HGA I	555 JMU	9000 LB	I LWP	I PES	I RKR	TAA 50	VPL I
AFD 1	5 CDD	I DUL	I EWG	GGM IO	I HGN	14 JMS	6 LBC	MBD 88	4 PFD	I RKW	82 TAL	VRC I
77 AGA	II CDG	DVS 7	2 EWM	II GJA	9999 HH	JNL I	I LBR	MBS 63	I PFV	I RMY	3 TAW	VS 5
II AHC	3 CFG	888 DWL	I FBH	I GJR	HHS I	I985 JR	I988 LC	7 MBT	I PWV	I RO	I TBP	I VSW
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93 ALW	15 CGS	EAG 65	FCH 8	I GML	I HJE	7 JTH	8 LDW	I MFR	PHR I	6000 RT	I TFG	WC IIII
1 AMF	8 CHB	I EAJ	I FCO	6 GN	6 HJG	JTP 46	I LE	MGW I23	I PLA	I RIUJ	I TFN	I WEC
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AY 6	I880 CM	I EDL	I FJK	57 GPJ	I HNS	3 KGC	LHB 2	I MPR	40 PTC	8 SBD	I TKF	I WHF
600 BA	I CNL	90 EE	FKL I	GPS 55	5 HV	I KGO	I LHE	I MVS	PTD I	90 SBH	93 TL	I WJA
9999 BB	I CPV	I EEF	70 FLC	I GPV	I HWA	I KGR	I LHM	MWG I	PWC 999	8008 SC	TLA 2	WJE I
BFC 96	6 CRN	I EJJ	I FMJ	I GRU	I HWF	I KGS	I LHR	4 MWJ	I PWD	8 SDL	1980 TM	I WKA
I BFF	10 CTL	I EFE	I FND	GSH 24	97 J	I KJH	I LJB	6 NAC	16 RAF	SDS II	I TNA	WL 4
BG 72	I CVL	EFL I	I FNF	6 GSJ	I JBG	I KHS	33 LDJ	I NBK	5 RBG	I SEK	TOS I	I WNA
I BJT	58 CWC	8 EG	I FNG	GSP 43	3 JBM	I KKA	I LN	NCA 66	RBS III	I SFH	4 TPR	WQJ I
I CWT	I EHD	I FNJ	I GYG	17 JBS	I990 JC	I KLD	I LKG	NW 3	55 RBT	I SGS	TWD 8	WRP III
8 BKC	12 DAK	I EHH	I FPN	72 HA	I990 JC	I KLD	I LKG	I NEG	1965 RC	5 SHC	TWP I	WSS I
BKS 100	DAO I	62 EJ	I FPR	83 HB	JCC 346	4 KLE	I LLC	NEZ I	1 RCC	I SHG	I UY	WTN I
I BLF	100 DBP	4 EJA	I FRW	I HCB	I JCU	48 KM	I LLG	NLZ I	12 RCD	I SLN	I VAY	YEF I
6 BMO	3 DCA	3 EJN	FWJ I	I HCD	JEC 500	KMS I	300 LM	5 NMM	3 RCJ	78 SLR	VBS I	YJC I
BN 84	4 DCK	1 EJO	I HCF	I KMW	I JEU	I LOD	4 NMR	I RCO	4 SND	YPS I	YRL I	YPS I
7 BRJ	4 DEJ	EJS I	I HCO	1985 JF	I KMX	I LPD	I NRD	RDS I2	SNS 4	YEP I	YRL I	YRL I

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HOII OUR *Honour*

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PEII DRY *Pendry*

SAII SOM *Sansom*

GOII DER *Golder*

LOII GHS *Lough*

GAI2 THS *Garth*

CUII VER *Culver*

WAI1 YSX *Wally*

MCI4 FEE *McAfee*

MOII ROE *Monroe*

HAI2 LOW *Harlow*

PEII DRY *Pendry*

CUI2 SON *Curson*

RUII BOL *Rumbol*

DEII UCE *Deluce*

HAI2 ROW *Harrow*

COI2 NES *Cornes*

MAII TBY *Maltby*

BUI2 ROW *Burrow*

COII LAN *Conlan*

LAI2 DEN *Lamden*

ROII LPH *Rolph*

SPI2 OUL *Sprout*

COII WYN *Collwyn*

MAI2 YON *Maryon*

DAI2 ELL *Darell*

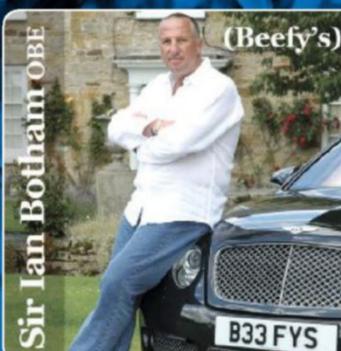
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480 UL	Abdul	CAR 135S	Carless	FEN 50M	Fensom	LAR 635T	Largest	NCU 8E	Scube	SPE II6
AB54 LOM	Absalom	CAR 171E	Carlyle	A62 FER	Ferrari	I ARN	Larn	NEW I4N	Spotter	SPO 773R
417 KEN	Aitken	C42 MEN	Carmen	FIII NCH	Finch	LAS 51E	Lassie	NEW 902T	Stacie	STA 6IE
ALF 23D	Alfred	C45 UAL	Casual	FFII TCH	Fitch	LAT IIN	Latin	NGU 73N	Staple	S74 PLE
AI11 ARD	Allard	C47 HAL	Cathal	FLU IX	Flux	D12 LAW	Lawyer	NI81 ETT	Starley	S742 LEY
AND 23S	Andres	C477 ELL	Cattell	F24 SER	Fraser	L424 RUS	Lazarus	426 NOD	Start	STA 12T
AND 223J	Andrzej	C47 TON	Cattion	FRA 23R	Fraser	I34 VER	Leaver	NOL 44N	Station	STA 70N
ANH 4R	Anhar	CAV 3E	Cave	F216 KER	Fricker	I38 BY	Lebby	Noo 12R	Steed	STE 3D
APE 6	Antony	CHA 13L	Chanel	FRII GAL	Frugal	L333 EKS	Leeks	NOR 832T	Story	STO 2Y
APE 6	Ape	CLA 12A	Clara	FRY IIP	Fry Up	LEG 31D	Legend	NOV 31L	Stout	S777 OUT
A26 HER	Archer	C134 NER	Cleaner	FUN IIG	Fung	LEO IIS	Leon	NUA II	Straker	S724 KER
ARL 3II	Arlene	CLE 9G	Clegg	GAI1 NES	Gaines	LES 23K	Leszek	OBE 2I	Street	STR 233T
ARR 24N	Arran	C107 HES	Clothes	GAM 81SS	Gambles	L3 UNG	Leung	ODE I	Strutt	S712 UTT
A25 LAN	Arslan	C110 UGH	Clough	GAI1 MER	Gammer	L371 AND	Levland	OKA 41A	Stump	S777 UMP
ASH 16Y	Ashley	RCO IE	Cole	G428 ETT	Garbett	L014 DER	Loader	Oksa 41A	Sujan	SUJ 4N
ATH 13E	Athlete	COII LEY	Colley	G473 NBY	Gatenby	LON IIG	Long	ORA I1E6	Tallest	TAI EST
AVE 2V	Avery	COO 94N	Coogal	G14 UGE	Gauge	I 00N	Loon	MR05 HEA	Tang	TAN IIG
AY63 SHA	Ayesha	COO 13Y	Cooney	GEA 4F	Gear	LOR 31A	Lorena	Osha 4	Tara	TAR 44A
BAD 114M	Badham	COO 7E	Coote	GE0 226E	George	LOU 156E	Louise	OYS 70N	Tarrant	TAR 44A
BAL 71C	Baltic	COR 13Y	Corby	GEZ I	Gez	LOV 37T	Lovett	PAC 6E	Teresa	TERRA
BAM 83R	Bamber	6 ORK	Cork	G13 NYS	Glenys	L02 21E	Lowrie	PAL 137T	Terrie	TER 21E
BAN 93R	Banger	COI2 NES	Cottam	G13 NYS	Glenys	I GOB	Gob	Pan	Terley	THATC
BAN 113R	Banner	COT 74M	Cotton	GRA 11E	Golder	LUD 14M	Ludlam	PAT 27K	Thatch	TIERNAN
BAP 715E	Baptise	COT 77N	Cotton	GRA 11E	Golder	LUV 11E	Luvvie	Patrky	Thatch	TIERNAN
B428 OUR	Barbour	COTU 173R	Coulter	GRII EFF	Grief	L7II DON	Lyndon	Paw 13Y	Thatch	TIERNAN
B424 OUR	Barham	COU 9E	Coupe	G21 GGS	Griggs	LH137T	Hallett	Pleat	Thatch	TIERNAN
B425 BARR	Barrass	COW 3IL	Cowell	G313 YDS	Gill	MAD 31Y	Maddley	POL 17T	Thatch	TIERNAN
B451 AFC	Basa	COW 3N	Cowen	H411 OWS	Hallows	MAG 90T	Maggot	PET 77Y	Thatch	TIERNAN
BAS 537T	Bassett	COY 7IE	Coyl	HAN 44A	Hana	MAG III	Magill	PETR 12A	Thatch	TIERNAN
BAY 104	Batey	CI20 WNE	Crowne	HAN 63R	Hanger	MAI 11E	Mantle	PETR 12A	Thatch	TIERNAN
BAY 213L	Bleach	CUR 2L	Curl	H476 HER	Hatcher	M4II TON	Manton	PLE 4T	Thatch	TIERNAN
BAY 71E	Blythe	CUR 50N	Curson	HAT 16E	Hatice	M4II UEL	Manuel	POL 17T	Thatch	TIERNAN
BEN 111E	Bennie	D01 2ER	Dover	HAW 13Y	Hawley	MAR 23E	Maree	POR 2T	Thatch	TIERNAN
BEN 111I	Benson	DOV 3E	Dove	HAW 13Y	Hawley	MAR 23E	Maree	POS 3Y	Thatch	TIERNAN
BEN 111II	Benson	DIO 1ER	Dover	HAW 13Y	Hawley	MAR 23E	Maree	PR4 7TA	Thatch	TIERNAN
BEN 111III	Benson	DIO 1ER	Dover	HAW 13Y	Hawley	MAR 23E	Maree	PR4 7TA	Thatch	TIERNAN
BEN 111IV	Benson	DIO 1ER	Dover	HAW 13Y	Hawley	MAR 23E	Maree	PR4 7TA	Thatch	TIERNAN
BEN 111V	Benson	DIO 1ER	Dover	HAW 13Y	Hawley	MAR 23E	Maree	PR4 7TA	Thatch	TIERNAN
BEN 111VI	Benson	DIO 1ER	Dover	HAW 13Y	Hawley	MAR 23E	Maree	PR4 7TA	Thatch	TIERNAN
BEN 111VII	Benson	DIO 1ER	Dover	HAW 13Y	Hawley	MAR 23E	Maree	PR4 7TA	Thatch	TIERNAN
BEN 111VIII	Benson	DIO 1ER	Dover	HAW 13Y	Hawley	MAR 23E	Maree	PR4 7TA	Thatch	TIERNAN
BEN 111VII	Benson	DIO 1ER	Dover	HAW 13Y	Hawley	MAR 23E	Maree	PR4 7TA	Thatch	TIERNAN
BEN 111VII	Benson	DIO 1ER	Dover	HAW 13Y	Hawley	MAR 23E	Maree	PR4 7TA	Thatch	



MATT BURT

Rear View Mirror: tales from our archive

100 miles in one hour

22 February 1913

Just over a century ago, the feat of covering 100 miles over the course of just one hour was one that tantalised car makers keen to use the hallowed benchmark in order to advertise their products.

The record was finally broken in 1913 on a damp, grey February day at Brooklands. Percy Lambert, driving a Talbot, "reached the goal for which manufacturers have striven for so long", as Autocar's contemporary report put it.

Several aspects of Lambert's record were remarkable, not least the power output of his Talbot, which produced 120bhp at 3000rpm – quite a feat from a 4.5-litre four-cylinder engine of the time. The car was designed by George WA Brown, an expert engine tuner at the Clement-Talbot company in Kensington.

A week earlier, a record bid in perfect weather had been scuppered by a damaged tyre. For the renewed attempt, supplier Palmer Tyre took extra precautions with its ribbed-tread cord tyres, fitting extra security bolts.

But on 15 February, the weather was atrocious. "Everyone feared that nothing would be attempted,"

At 12.43pm the Talbot bounded away. Lambert was soon up to speed and never dipped below 100mph on any lap

Autocar reported, "but it seemed that the banking was not very wet, and Mr Lambert knows the track so well that he was able to make light of the dense fog, although afterwards he was heard to say that he could hardly see for several laps owing to the moisture on his goggles."

At 12.43pm the Talbot bounded away. Despite a slower-than-expected first lap, Lambert was soon up to speed and never dipped below 100mph on any lap.

"Interest centred around the way in which the car came off the banking each time, and the most elaborate and successful signalling devices, which were really splendid, under the direction of Mr

Harold Lambert," Autocar described.

"Large panels of plywood were supplied, bearing on one side a red number and on the other a white one. If the car had done 97mph on any lap, the driver would have seen a red '7' when he next passed, and if he did 103mph he saw a black '3'. The red numbers were not called into requisition at all."

When the hour was up, Lambert had completed 38 laps. The previous record for the hour stood at 97 miles and 1037 yards. Lambert eclipsed it by more than six miles, resetting the standard to 103 miles and 1470 yards.

Autocar noted with pride that the record had been set by an Englishman driving a British-designed car, but recognised that the pace of automotive development was such that Lambert's benchmark wouldn't last for long.

"Others may, nay certainly will, build cars that will travel more than 100 miles in an hour, but we venture to predict that this record will stand out in the history of motoring as a thing by itself," we said.

Lambert would be killed later that year while trying to push his record even higher before his retirement.

Got an opinion? Email us at autocar@haymarket.com

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EDITORIAL

Tel +44 (0)20 8267 5630
Email autocar@haymarket.com
Editor Jim Holder
Editor-in-chief Steve Cropley
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EDITORIAL CONTRIBUTORS

European editor Greg Kable
Used car editor James Ruppert
Senior contributing writers Andrew Frankel, Steve Sutcliffe
Senior contributing editors Richard Bremner, Colin Goodwin
Special correspondents Mauro Calo, Jesse Crosse, Peter Liddiard, Julian Rendell, Richard Webber

MEDIA ENQUIRIES

Tel +44 (0)20 8541 3434
Contact Greg Cartwright (greg@performancecomms.com)

SUBSCRIPTIONS

Tel 0844 848 8816 Overseas +44 (0)1795 592 972
Email autocar@servicehelpline.co.uk

SYNDICATION ENQUIRIES

Tel +44 (0)1962 867705
Contact Simon Fox (syndication@autocar.co.uk)

LICENSING ENQUIRIES

Tel +44 (0)20 8267 5024
Contact David Ryan (david.ryan@haymarket.com)

BACK ISSUES

Tel 0844 8488816 Email autocar@servicehelpline.co.uk

ADVERTISING

Classified +44 (0)20 8267 5574 Display +44 (0)20 8267 5817
Production +44 (0)20 8267 5219 Fax +44 (0)20 8267 5312
Sales director Julia Dear
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Agency sales executive Dan Hodgson
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PRODUCTION

Tel +44 (0)20 8267 5219
Production manager Anthony Davis
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MARKETING

Marketing manager Darren Pitt
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ADDRESS

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Editorial director Mark Payton
Creative director Paul Harpin
Strategy & planning director Bob McDowell
Managing director David Prasher
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Fuel consumption in mpg (l/100km)
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Volkswagen Golf Match

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200 CDI Sport 5dr

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NEW PEUGEOT 308 GT

MOTION & EMOTION



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